

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 8495

晚八十月二年三統宣

SATURDAY. MARCH 18. 1911

大利

晚八十月三英港香

\$36 PER ANNUM.  
SINGE COPY 10 CENTS.

## TELEGRAMS.

### INTERNATIONAL DISPUTES.

### QUESTION OF REFERENCE TO ARBITRATION.

(REUTER'S SERVICE.)

Bombay, March 17, 2.5 p.m.

In the House of Commons, Sir Edward Grey, Secretary of State for Foreign Affairs, said that Japan was aware of the views of Great Britain respecting the reference of international disputes to arbitration.

It was quite undesirable, however, he said, at this stage to inform the House concerning anything which may have passed between the two Governments.

### THE TAI CHING BANK.

### INVESTIGATION TO BE MADE.

("SHEUNG PO" SERVICE.)

Peking, March 17.

The Board of Finance proposes to send special deputies to investigate into the management of the various branches of the Tai Ching Bank.

### PEKING PATRIOTS.

### FORM A POLITICAL PARTY.

("SHEUNG PO" SERVICE.)

Peking, March 17.

The Patriotic Society in Peking has requested the Board of Interior to allow the society to establish an Imperial party.

The request has been complied with.

### MACAO.

### QUESTION REFERRED TO THE HAGUE.

("SHAT PO" SERVICE.)

Peking, March 17.

The Board of Foreign Affairs proposes to send H.E. Kao Ehr Kim as Special Commissioner to the Hague to settle the question of the delimitation of Macao.

## TELEGRAMS.

### HEUNGCHOW.

DECLARED A FREE PORT.

("SHEUNG PO" SERVICE.)

Peking, March 17.

The Chief Commissioner of the Customs has memorialized the Prince Regent to hold an extraordinary meeting of the National Assembly to consider the critical situation in which the country is at present, but the Prince Regent desires to defer the meeting, on account of the absence of H.E. Na Tung and Prince Ching.

[It will be remembered that when the relations between the Chinese and Portuguese became strained over the Macao delimitation scheme, a strong and concerted effort was made to create a port at a spot called Heungchow. The country was by no means attractive, and was described as being a barren waste, with sand hills. A number of local gentlemen were, however, most enthusiastic, and within the last year or so a large number of temporary buildings have been erected. There are some large towns a few miles away, and there are unfortunate montes in Macao, no doubt, used as a stimulus for the departure of many more Chinese who have now gone to swell and strengthen the population in Heungchow, which port, it was fondly hoped by the Chinese, would ultimately develop into a promising rival to Macao. Now that it is declared a free port, a wonderful impetus should be given to its trade.]

### FRENCH DEMAND FOR MINES.

IN YUNNAN.

("SHEUNG PO" SERVICE.)

Peking, March 17.

The French minister at Peking has requested the Board of Foreign Affairs that the representation rendered by Russia recently will be cancelled.

The French minister at Peking has requested the Board of Foreign Affairs to grant the privilege of opening up the mines in the province of Yunnan to the French Government.

The Board has refused the request on the ground that the Chinese people are very indignant towards foreign nations at the present moment.

### ATTITUDE OF THE BRITISH GOVERNMENT.

("SHAT PO" SERVICE.)

Peking, March 17.

The Chinese Minister at the Court of St. James has telegraphed to Peking that the British troops will be stationed in Yunnan even if the boundary dispute be settled, for the protection of commerce.

He stated that the British Government considers the withdrawal of the British troops and the delimitation of the boundary are two separate questions.

The Board of Foreign Affairs strongly objects to the suggestion.

## TELEGRAMS.

### THE CRISIS.

PRINCES AT LOGGERHEADS.

("SHEUNG PO" SERVICE.)

Peking, March 17.

Prince Lan has asked the Prince Regent to hold an extraordinary meeting of the National Assembly to consider the critical situation in which the country is at present, but the Prince Regent desires to defer the meeting, on account of the absence of H.E. Na Tung and Prince Ching.

Therefore, Prince Lan went to see H.E. Na Tung and Prince Ching. H.E. Na Tung had nothing to say, but Prince Ching was annoyed, and was strongly opposed to the idea of holding a meeting.

### Russia Magnanimous.

Peking, March 17.

The Russian Minister at Peking has notified that Board of Foreign Affairs that the representation rendered by Russia recently will be cancelled.

The French minister at Peking has requested the Board of Foreign Affairs to grant the privilege of opening up the mines in the province of Yunnan to the French Government.

The Board has refused the request on the ground that the Chinese people are very indignant towards foreign nations at the present moment.

### PAPER SUPPRESSED.

Peking, March 17.

A Chinese contemporary has been suppressed in Vladivostock for publishing sensational articles against the Russians.

### DEPUTIES TO INVESTIGATE.

Peking, March 17.

Prince Tai Tao and the President of the Army Board intend to send special deputies to investigate the Mongolia disputes.

The Board of Foreign Affairs strongly objects to the suggestion.

## TELEGRAMS.

### THE NAVAL CRISIS.

STATEMENT BY

M.R. MCKENNA.

(THE "TELEGRAPH" CORRESPONDENT.)

London, March 17, 9.55 p.m.

Mr. R. McKenna, First Lord of the Admiralty, has stated in the

House of Commons, in a debate

on our naval predominance, that

Britain has 23 pre-Dreadnoughts

under 15 years old, Germany 18,

and America 16.

FRONTIER DISPUTE.

(DISCUSSED) AT THE HAGUE.

("SHAT PO" SERVICE.)

Peking, March 15.

The Grand-Councillors intend to submit the question of the disputed territory, Pion-ma, to be decided by the Hague Tribunal.

### BRITISH TROOPS DYING.

("SHEUNG PO" SERVICE.)

Peking, March 17.

The British troops have retired 150 lis from Pion-ma, owing to the dampness of Yunnan, and a large number of the troops have died as a consequence.

### DALAI LAMA.

("SHAT PO" SERVICE.)

Peking, March 17.

It is rumoured in Peking that the ex Dalai Lama has escaped into Russian territory.

### FAMINE IN ANHUI.

(BELIEF FUNDS TO BE RAISED.)

("SHEUNG PO" SERVICE.)

Peking, March 17.

The Prince Regent has instructed the Board of Finance to raise funds to relieve the great famine in Anhui.

### NEW TARTAR GENERAL.

(ARRIVES IN PEKING.)

("SHEUNG PO" SERVICE.)

Peking, March 17.

The newly appointed Tartar General of Ili arrived at Peking yesterday.

In addition to the "capital" ships detailed above, each Power has appropriate numbers of cruisers and torpedo craft; but as it is the "first line" ships which virtually decide the fortunes of a naval war, they have been excluded from this computation of strength. The following table summarises the "capital" ships of the Triple Alliance in 1914.

Power. Old Battle-ships. Pre-Dreadnoughts. Dreadnoughts.

Germany 2 20 21 43

Italy 5 8 4 17

Austria 8 6 4 18

15 34 20 78

Of the above, the fifteen old battle-ships are of problematical fighting value, being slow of speed and poorly armed and protected against modern shell fire. Among the eight Austrians are included three modern vessels (1902-4), which from their weak armament and small size are really only cruisers, but lacking a cruiser's speed.

THE ENGLISH NAVY.

At the present time our Navy is very much stronger than that of the Triple Alliance.

In Northern Europe the German programme is being pushed on to completion, unhesitatingly. In 1914 Germany will have in commission twenty-one Dreadnoughts and super-Dreadnoughts. In 1917-18, as at present arranged, she will have twenty-eight of these craft. But it is confidently anticipated in Germany that the programme will be increased in 1912.

The German Navy League and the Pan-German League have been untiring in their efforts during this year to bring this about, and these leagues have weight behind them. The membership of the Navy League alone is well over a million. The impulse force of such a body in any one direction is tremendous. The increase in the programme may be fairly confidently looked for, as such increase would be popular in the Fatherland with all classes.

Towards the end of 1914 an international naval crisis will be at hand.

I do not mean necessarily a belligerent crisis, but one of figures. It is then that the fleets of the Triple Alliance threaten to approach our own in numerical strength. Whether they will do so depends upon us (and when I say "us" it means you and me, very largely), and what we do between now and then.

The German Fleet at the end of 1914 will consist of the following "capital" ships:

Old battleships 2

Pre-Dreadnoughts 20

Dreadnoughts & super-Dreadnoughts 27

A COMPARISON.

Comparison with "Capital" ships of the Triple Alliance, detailed above:

Class. England. France. Italy.

Trafalgar 2 Majestic 8 Canopus 6

Royal Sovereign 8 Formidable 8

Albemarle 5 Triumph 2

Dominion 8 Lord Nelson 2

Total 10 Total 40

In commission, building, or authorised, Dreadnoughts and super-Dreadnoughts:

Dreadnoughts 18

Battleship-cruisers 9

Total 27

A SWEDDED HEAD.

Comparison with "Capital" ships of the Triple Alliance, detailed above:

Class. England. France. Italy.

Old battleships 19 15

Pre-Dreadnoughts 40 34

Dreadnoughts, &c. 27 29

From the above it will be seen that the Triple Alliance apparently has a preponderance in the latest type of battleships; but it must be remembered that the figures of the British units do not contain those vessels to be laid down under the programme of 1911, the number of which is at present unknown. Nor, on the other hand, must it be forgotten that out of the British Dreadnoughts and super-Dreadnoughts, two are earmarked for service in Australian waters, and one, together with two pre-Dreadnoughts (Triumph and Swiftsure), for service in the Far East. This brings the above table down to the twenty-four Dreadnoughts and thirty-eight pre-Dreadnoughts.

Giving effect to the above deductions, we find the Triple Alliance has a superiority of

Five old battleships,

Five Dreadnoughts and super-Dreadnoughts; and an inferiority of

Four pre-Dreadnoughts.

ENGLAND'S TASK.

From these figures it is obvious that England must build considerably during 1911 and 1912 to put her position into a state of absolute security, and it is with only "absolute" security can we be content. The British Fleet in Europe has to be split into two portions, owing to the incursion of Italy and Austria into the realm of Dreadnought builders.

Here is the force with the Triple Alliance can concentrate against us:

D. and

Area. Old Pre-D. Sup-D.

North Sea 2. 20 21

Mediterranean 13. 14 8

What is the force we must have in order that England may reasonably consider herself absolutely secure? To my mind, our minimum strength consistent with security would be:

D. and

&lt;p



OUR  
CONTEMPORARIES.  
WHAT THEY THINK.  
China Mail.

## OUR INCREASING BURDENS.

During the debate which ensued it was pointed out that even with the additional revenue raised a deficit will have to be faced at the end of the year of \$113,294; that the Colony's financial worries were brought about not so much by the opium revenue losses as by the big railway expenditure and the ever growing cost of local administration, while the injustice of the present system of levying the Colony's military contribution on the gross revenue—thus increasing our burden in this respect automatically as we raise more revenue to meet our difficulties—was again glaringly illustrated. The Hon. Mr. Hewett expressed the opinion in view of the great discrepancy in the estimated return from the liquor duties and the real inflow into the Treasury that a very considerable amount of smuggling must be going on, but we are glad to find that His Excellency does not entertain the suggestion, though he admitted that there were leakages which Government would endeavour to stop. A certain allowance should also be made, we think, for the first year's working of a new system, and we imagine there is a hope that now the staff have warmed to their duties and understand them better, a more satisfactory showing will be possible. With regard to the military rebate we think the majority on the Council were right in the line they took, though naturally our military friends will not see it in that light. It is always well to be just before you are generous and never to rob Peter to pay Paul.

Daily Press.

## INCREASED TAXATION.

When six lials were inserted in the Estimates as the revenue to be expected from the liquor duties in the first year, it was a pure guess, for there were no means open to the Government of ascertaining the amount of liquor actually consumed in the Colony. We do not see, therefore, how it can be alleged that "wholesale smuggling" has been carried on, unless evidence can be furnished in support of an imputation which many have apparently read as being intended to apply to European and Chinese importers alike. It is possible, of course, that some amount of smuggling is carried on, but we do not hesitate to say that it is better that it should be so than that the Government should provide itself with "a thoroughly efficient Customs service" which would mean the hampering of the trade of the port to a degree fatal to its continued prosperity. It is by no means unlikely that before the year is out the Government will be looking about for a new source of revenue, and we can only trust that the temptation to turn the excise staff on to other imports will be sternly resisted.

South China Morning Post.

## JAPANESE SCENERY AND SUMMER RESORTS.

The Japanese Islands seem to have been especially marked out by Nature for a holiday resort. If we enquire into their qualifications, they will be found to be all that such a land should possess. The prime requisites of any holiday resort are a good climate and striking, or at least agreeable, scenery. Is there sage or traveler who will deny that the islands of Japan are blessed with these in a quite remarkable degree? If such there be, he must be of those that do not know the real Japan or that, having eyes, see not. We believe there have been instances of visitors who set out to bless Japan and ended by cursing it.

## CANTON NEWS.

[THE "TELEGRAPH" CORRESPONDENT]

Canton, March 17.

The Magistrate of Ko Yiu district has telegraphically reported to the Viceroy that two foreign travellers are creating trouble in the village of Cheung On. They have taken up their quarters in one of the houses, have refused to pay and have assaulted many villagers. Whichever they go out shopping, they bring guns with them and compel the shop-keepers to dispose of their goods at a loss by threatening to kill them. The magistrate begs H.E. the Viceroy to communicate with the consul representing the nation to which these offenders belong.

The Board of Foreign Affairs has reported to the Canton Viceroy the coming of some Japanese commercial commissioners to inquire into the condition of trade in the province. The Viceroy is asked to instruct the local authorities to give due attention to the Japanese visitors. On the receipt of the report H.E. the Viceroy ordered the Fa-tai for the Promotion of Industries to instruct the local authorities to give the Japanese visitors a cordial welcome on their arrival.

Lectures in public places are common in Canton and they are mostly anti-dynastic or anti-foreign. As such lectures cause trouble the Tao-tai for the Constabulary has instructed the police to keep a sharp look-out for the lecturers.

## "ALL RED" ROUTE.

"The Times," in a special article on the revival of interest in the All Red steamship route scheme, gives the four following reasons emphasising its importance:—

(1) Sir Joseph Ward's resolution before the Imperial Conference.

(2) Canada's closer commercial relationship with the United States.

(3) The problem of food supplies unfolded in the discussion on the Declaration of London.

(4) The bill incorporating the proposed Imperial Steamship Company now before the Canadian Parliament.

## THE CORONATION FLOWER.

The Coronation flower par excellence is going to be the sweet pea, and February, the first of the gardening months, is especially the season for the first sowing of this supreme flower of the year. It is curious how the history of the sweet pea has marched with the coming of a new reign. The first appearance of the yellow colour, which in full purity is still the unachieved aim of our growers, was in 1837, the year of Queen Victoria's accession. One of the greatest advances ever made in the development of any flower was in 1901, the year of King Edward VII's accession, when simultaneously in Lord Spencer's garden and in a Cambridge garden, were "created" the Countess Spencer and Gladys Unwin, the first sweet peas with a large and wavy "standard"—the technical name for the back petals as opposed to the "wings" and the "keel." This year the popularity of the flower is likely to surpass that of any flower of any time, as it can surpass most in variety, in continuance of bloom, and richness of bloom. These flowers will arise, as was said of the famous exhibit, "like bonfires" in almost every garden in the Kingdom, in great gardens and cottage gardens, and it is a question which they most naturally adorn, for they are as simple as they are gorgous and sweet-scented. The favourite among the favourites this year, partly from the happy accident of its name, is likely to be The King. It is almost, if not quite, the largest of the many huge flowers of the Spencer type and of a gorgeous crimson colour suitable to the note of high ceremony. Special prizes are to be given at many village and local shows, and when "flaming June" has come we may expect to see such flowers of this brilliant flower as will surpass all the records.

South China Morning Post.

## JAPANESE SCENERY AND SUMMER RESORTS.

The Japanese Islands seem to have been especially marked out by Nature for a holiday resort. If we enquire into their qualifications, they will be found to be all that such a land should possess. The prime requisites of any holiday resort are a good climate and striking, or at least agreeable, scenery. Is there sage or traveler who will deny that the islands of Japan are blessed with these in a quite remarkable degree? If such there be, he must be of those that do not know the real Japan or that, having eyes, see not. We believe there have been instances of visitors who set out to bless Japan and ended by cursing it.

## INTIMATIONS.

[THE "TELEGRAPH" CORRESPONDENT]

Canton, March 17.

"THE TRUTH ALWAYS." When you are in doubt tell the truth. It was an experienced old diplomat who said this to a beginner in the work. It may pass in some things, but not in business. Fraud and deception are often profitable so long as concealed; yet detection is certain sooner or later; then comes the smash-up and the punishment. The best and safest way is to tell the truth all the time. Thus you make friends that stick by you, and a reputation that is always worth twenty shillings, to the pound, everywhere. Your goods are offered for sale. We are able modestly to affirm, that it is on this basis that the world-wide popularity of

WAMPOLE'S PREPARATION

rests. The people have discovered that this medicine is exactly what it is said to be, and that it does what we have always declared it will do. Its nature also has been frankly made known. It is palatable as honey and contains all the nutritive and curative properties of Puer Cod Liver Oil extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. A combination of supreme excellence and medicinal merit. Nothing has been so successful in Atenitis, Seroitis, Bronchitis, Influenza, Loss of Flesh and Wasting Diseases, Weakness and Low Nervous Tonic, and all complaints caused by Impure Blood.

Dr. Austin D. Irving, of Canada, says: "I have used it in cases where cod-liver oil was indicated but could not be taken by the patient, and the results following were very gratifying." It is effective from the first dose and agrees with the most sensitive and nervous stomachs. It cannot deceive or disappoint you, and comes to the rescue of those who have received no benefit from any other treatment. It stands for the medicinal triumphs of the age. Watch carefully against imitations." Add by chemists throughout the world.

10

## FOR SALE.

A BUOY and COMPLETE SET OF MOORINGS including 2 Anchors, 3 Stud Chains and Shackles. Total weight about 13 tons 11 cwt.

Apply to—

BOX.  
Care of "Hongkong Telegraph,"  
Hongkong, 3rd Feb., 1911. [860]A LING & CO.  
FURNITURE AND PHOTO  
SUPPLIES.DEVELOPING, PRINTING  
& ENLARGING.

19, Queen's Road. [863]

PHONE  
482.

HONGKONG

MOTOR

GARAGE.

## TRY OUR

40 H.P. CLEMENT CAR

6 SEATS

\$8 ... ... An hour

24 H.P. RAMBLER CAR

4 SEATS

\$7 ... ... An hour

12 H.P. REO CAR

3 SEATS

\$5 ... ... An hour

WE REPAIR

CYCLES,

TYPEWRITERS,

MOTORS,

AT

REASONABLE PRICES.

DRACON CYCLE

DEPOT

63, Des Voeux Road Central. [46]

## INTIMATIONS.

[THE "TELEGRAPH" CORRESPONDENT]

HONGKONG-AVIATION

WEEK

CHARLES VAN DEN BORN,  
Biplane Aviator, Flying at Sha-  
tin-Kowloon, the 18th, 19th and 20th  
March, from 2 p.m. each day.

His Excellency the Governor and  
Lady Lugard, His Excellency Vice-  
Admiral Sir A. L. Winsor, His Excel-  
lency Major-General and Mrs. C. A.  
Anderson have kindly consented to  
be patrons of the meeting.

Extra Aviation trains will run each  
aviation day from 10 a.m. Only holders  
of aviation-tickets will be carried in  
such trains.

Train fares do not include price of  
admission.

By permission of the Government  
admission to the aviation ground by  
ticket only.

PRICE OF ADMISSION:

Club-enclosure—1 day ticket \$5.00

Club-enclosure—Ladies season-  
ticket ..... \$5.00

Club-enclosure—Gents' season-  
ticket ..... \$10.00

1st Class enclosure—1 day ticket \$3.00

2nd Class enclosure—1 day ticket \$2.00

3rd Class enclosure—1 day ticket \$1.00

4th Class ..... 1 day ticket \$0.50

EXCLUSIVE OF TRAIN FARE.

Admission to the Garage in the  
forenoon only, from 9 to 11 a.m.  
(Holders of season tickets free) admission  
50 cents. For schools or corporations  
special arrangements can be made.

The programme is subject to change  
according to atmospheric conditions. If,  
on account of bad weather or accident,  
flying is prevented, notice will be posted  
at the ticket-selling-booths, and a blue  
flag will fly on the C.P.R. flagstaff on  
Hotel Mansions, Connaught Road, oppo-  
site Blaikie Pier, where a red flag  
will fly when flying is certain. Tickets  
already bought for that day will be avail-  
able for the next aviation day.

THE FAR EAST AVIATION CO.

K. OFFER, Manager,

Office: 38, Queen's Road Central,  
Hongkong, 13th Mar., 1911. [924]

DIOCESAN SCHOOL AND  
ORPHANAGE.M.R. SYKES has been ap-  
pointed ACTING HEAD-  
MASTER during the absence from the  
Colony of Mr. G. PIERCY.F. T. JOHNSON,  
Hon. Secretary.

Hongkong, 17th Mar., 1911. [923]

NOTICE.

IT is hereby notified that, on and  
after the 1st APRIL proximo  
and UNTIL FURTHER NOTICE,  
that portion of ICE HOUSE  
STREET situated between Queen's  
Road and Des Voeux Road WILL  
BE CLOSED to all VEHICULAR  
TRAFFIC, owing to road-paving  
work.

W. CHATHAM,

Director of Public Works.

Public Works Office,

Hongkong, 17th Mar., 1911. [922]

NETHERLANDS LLOYD

of

AMSTERDAM AND

BATAVIA.

40 H.P. CLEMENT CAR

6 SEATS

\$8 ... ... An hour

24 H.P. RAMBLER CAR

4 SEATS

\$7 ... ... An hour

12 H.P. REO CAR

3 SEATS

\$5 ... ... An hour

WE REPAIR

CYCLES,

TYPEWRITERS,

MOTORS,

AT

REASONABLE PRICES.

DRACON CYCLE

DEPOT

63, Des Voeux Road Central. [46]

TRY OUR

40 H.P. CLEMENT CAR

6 SEATS

\$8 ... ... An hour

24 H.P. RAMBLER CAR

4 SEATS

\$7 ... ... An hour

12 H.P. REO CAR

3 SEATS

\$5 ... ... An hour

WE REPAIR

CYCLES,

TYPEWRITERS,

MOTORS,

AT

REASONABLE PRICES.

DRACON CYCLE

DEPOT

63, Des Voeux Road Central. [46]

TRY OUR

40 H.P. CLEMENT CAR

6 SEATS

\$8 ... ... An hour

24 H.P. RAMBLER CAR

4 SEATS

\$7 ... ... An hour

12 H.P. REO CAR

3 SEATS

\$5 ... ... An hour

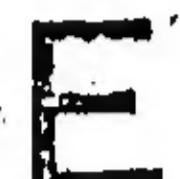
## Intimations.

A. S. WATSON &  
CO., LTD.

ESTABLISHED A.D. 1841.

WINE, AND SPIRIT  
MERCHANTS.

WATSON'S



VERY OLD LIQUEUR

SCOTCH WHISKY

A Blend of the Finest Pure  
Malt Whiskies distilled in  
ScotlandGENUINE AGE  
AND  
FINE MELLOW  
FLAVOUR.Robert Porter & Co.'s  
BULL DOG

BRAND

GUINNESS' STOUT  
in PINTS and SPLIT.A. S. WATSON &  
CO., LTD.ALEXANDRA BUILDINGS,  
Hongkong, 7th July, 1910. [24]

NOTICE:  
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 43 Des Voeux Road, and should be accompanied by its Writer's Name and Address.  
Ordinary business communications should be addressed to The Manager.  
The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).  
Daily—\$5 per annum.  
Weekly—\$15 per annum.  
The rates per quarter and per month, proportional.  
Subscriptions for any period less than one month will be charged as for a full month.  
The daily issue is delivered free when the address is accessible to messengers. Post sub-scribers can have their copies delivered at their residence without any extra charge. On copies sent by post an additional 10c per quarter is charged for postage. The postage on the weekly issue to any part of the world is 10c per quarter.  
Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

THE  
Hongkong Telegraph

HONGKONG, SATURDAY, MAR. 18, 1911

MARINE DEVELOPMENT.

Since the cavemen, holly pursued by his angry tribesmen, first discovered the uses of a piece of floating timber, the development of ship-building has steadily grown as an art, until to-day it presents one of the most interesting features of human progress—in every sense of the word. At present perhaps, the questions of fuel and saving of space attract the most attention. We have nearly, if not quite, reached the high-water mark of marine luxury and comfort; but we have still, large and numerous as our vessels are, too little space for the needs of traffic. The oil-engined ship is, therefore, being closely watched, and the report, current some months ago, that oil-engines of

30,000 h.p. were to be installed in a Dreadnought naturally attracted a great deal of attention. There was, as a matter of fact, no foundation for the rumour, but the oil engine has been so perfected of late that an experiment on such a large scale is only a question of months. Some of the latest developments were mentioned recently at the lecture at the Engineers' and Shipbuilders' Institute of Hongkong, and we now see that at Hamburg, Messrs. Blohm and Voss are building an 8,000-ton cargo boat for the Hamburg-American Line's North Atlantic service. She is to be fitted with two Diesel engines of 1,500-h.p. each, driving four screws. For the Wurmann Line, a vessel is also in course of construction equipped with engines of similar type, which are to develop 2,000-h.p. The oil is to be carried in the double bottoms of the ships, and will thus do away with coal bunkers and boilers. There will, therefore, be a great saving in space and weight, enabling the vessels to earn much more money as cargo carriers. So far as United Kingdom yards are concerned, a boat, whose motive power is to be internal combustion oil engines, is being completed at Wallsend-on-Tyne for service on the Canadian canals. She will be able to carry 97,000 bushels of grain, or 15,000 bushels more than the largest steam freighters can possibly handle. As a result it is predicted that in a few years coal will be dropped for vessels of this type, and oil engines exclusively adopted. In our news columns Thursday we mentioned a new passenger and cargo motor liner being built for the Danish East Asiatic Company of Copenhagen. She will be the first motor liner launched in British waters, although British companies are closely watching the development of the oil engine. Should the experiments prove a success cargo and passenger traffic will be revolutionised. Apart from the enormous saving of space, due to the absence of boilers and stokers, the comfort of ocean travel will be enhanced a hundred-fold by the employment of these vessels, for there will be no smoke, dust, ashes or soot, caused by bunkers, coaling or stoking. What the effect of the perfect oil-engined vessel on existing lines will be it is impossible to say, but if the accounts which reach us of the trials of these vessels are correct, a new era in marine propulsion is about to open.

HONGKONG DAY  
BY DAY.

The Carnarvonshire have been successfully floated off.

The English Mail of the 18th February was delivered in London on the 17th inst.

Mr. G. Piercy left the Colony on Wednesday by the s.s. Carnarvonshire for home.

A sale of Crown land will take place at Taipo on Saturday, the 25th inst., and the P.W.D. on Monday, the 25th inst.

The government is prepared to lease certain areas on the railway reclamation and elsewhere in the Ts'ui-siu-tsui peninsula.

The s.s. Tjitaroeni of the Java China Japaa Lijn, will take a run round the Island to-morrow, with a number of local shipping experts on board.

Tenders are invited for making summer clothing, helmets, raincoats, etc., for inspectors and other members of the staff of the Public Works Department.

On the facade of the new Post Office, and over the main entrance, is now to be seen in bold letters of brass the words: "Hongkong General Post Office, A.D. 1911."

The Y.M.C.A. hockey team had an enjoyable game with the Royal Engineers on Monday, but it has to record still another defeat. The Engineers won by 3-2, but the game throughout was of a very even nature.

It is noticed that the names of the following companies have been struck off the Register:—The Philipping Land Investment Co., Ltd. The Merbuk Rubber Co., Ltd. The S.S. "Canton" Steamship Co., Ltd.

Mr. H. D. C. Jones, late Manager of the Yokohama branch of the Hongkong and Shanghai Banking Corporation, with Mrs. Jones, left Yokohama on the 9th, on leave, en route home, going by the Siberian route.

Again we live! A change of wind, the fog has been driven away, the moisture in the air dissipated, the sun is shining brightly and the temperature has dropped from 70 to 50 at the Peak. We are no longer moody and our friends appreciate us the more. After all, is it so much the mood as the tense?

The following details arrived in the Command and are taken on the strength accordingly:—R.G. A.—3, N.C.O.'s, 2 women and 2 children, per P. & O. s.s. "Borneo" on 15th March, 1911. 1 woman and 3 children, per s.s. "Devanha" on 16th March, 1911. 1st K.O. Y.L.—1 W.O., 1 N.C.O., 1 woman and 1 child, per P. & O. s.s. "Devanha" on 16th March, 1911.

Crowded houses have been seen at the Bijou Scenic Theatre for the last few nights. Miss May Maxwell made a hit with the song of "Beautiful Garden of roses." To-night, all new pictures will be exhibited. Miss Grace Vyvyan and Miss Vera Ferrace will also appear with new songs. The first part of the programme will conclude with a "sketch" introduced by Mr. Bob Stephenson and Miss Vera Ferrace.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the hospitals:—Johsen and Co., \$25; Gilman and Co., \$25; Holland China Trading Co., \$25; A.M. Essaboy, Esq., \$25; Johnson, Stokes and Master, \$25; Gibb Livingstone and Co., \$25; Dodsell and Co., \$25; Leigh and Orange, \$25; Linstead and Davis, \$25.

## POLICE COURT.

A watchman of the Grand Hotel was charged with stealing a white sheet, valued at \$2, from a case in the backyard of the hotel. A coolie reported the theft to the manager, Mr. J. H. Oxberry. The magistrate gave the man three weeks' hard labour.

Two coolies were found yesterday cutting and taking earth and stone from Crown land situated between Signal Hill (Kowloon) and the railway. Fined \$20 each, or two weeks' imprisonment.

A pantry-boy of the s.s. Siberia was charged this morning with larceny of two cases of fish from another pantry boy. The complainant sent the fish ashore in a sampan. On seeing this the defendant went ahead and received the goods. Later the complainant left for the shore, and found the two cases missing. He reported the matter to the Police. The defendant was discharged.

Miss Emilie Pial le Port, and Miss Molly Potz, both residing at the Queen's Hotel, were charged this morning with unlawfully behaving in a disorderly manner at Chi Sing, tailors, No. 11 D'Aguilar Street, and wilfully and maliciously doing damage to a number of articles of clothing to the extent of about \$40, the property of the complainant, on the 17th inst.

Inspector Morrison prosecuted. The case was remanded.

One of the two Indians named Ier Das (dairyman) who were discharged yesterday for embezzling \$225.25, was re-arrested this morning on a similar charge of embezzling \$46 from another Kowloon dairyman.

DISTINGUISHED  
VISITORS.

By the s.s. Fooksong on Thursday night, they arrived here Mr. and Mrs. R. H. A. Gresson (senior partner of Messrs. Jardine, Skinner and Co., Calcutta, and brother of the former head of the firm here, of Messrs. Jardine, Matheson and Co., Ltd., Mr. W. J. Gresson). Mr. Gresson was married in Calcutta, on the 28th of February, to Miss Theodora Violet Earle, daughter of the secretary to the Government of India (Home Department), and the "Englishman" describes it as the most brilliant function of the season. The reception was held at the Belvedere, which was placed at the disposal of the newly-married couple by the Lt.-Governor. There were present between 900 and 1,000 guests, prominent among whom were the Vicerey and Lady Hardinge, Sir Edward Baker, the Lt.-Governor, Mr. Gresson has spent 20 years in Calcutta, acting as the head of the firm for seven years, and both he and his wife are prominent leaders of Calcutta society. They are now guests of the Hon. Mr. H. Keswick, and leave for Shanghai and Japan on the Fooksong (Capt. Mitchell) on Monday. Some time will probably be spent in Japan before Mr. and Mrs. Gresson leave for England via the United States.

## SHARE MARKET.

Messrs. E. S. Kadourie and Co. report:—Business continues on a somewhat restricted scale with a little activity in the smaller denominations.

Rubber.—The weakness in the home rubber market reported last week still continues, and London quotations show a depreciation all round. Fine hard Para is quoted to-day 6s. 6d. and Plantation Smoked Sheet 6d. higher. Singapore shows a very dull market and transactions reported with that port have been very few and far between.

## COMMERCIAL.

## COAL MARKET.

Messrs. Hughes and Hough, in their coal report, state that no sales are reported during the fortnight. The quotations are:—Cardiff, \$19.00 to 21.00 ex-dock, nominal; Australian West Wallsend, \$11.25 ex-ship, nominal; Yubari Lump, \$12.00 nominal; Miiki Lump, \$10.50 to \$11.00 ex-ship, nominal; Moji Lump, \$7.75 to \$9.50 ex-ship, steady; Moji Unscreened, \$6.00 to \$8.00 ex-ship steady; Akaiko Lump, \$8.25 to \$8.50 ex-ship steady; Kuiping Navy Lump, \$10.00 to 10.25 ex-ship nominal; Kuiping Loco Lump, \$7.50 to \$7.75 ex-ship; Kuiping No. 5 Dust, \$6.50 to \$6.75 ex-ship; Kuiping No. 1 Dust, \$6.25 ex-

reasons for this is the rubber boom and great call for labour in the Straits, Malacca and the Dutch Indies.

Coal Freights:—Japan to this tonnage is difficult to obtain, especially for Capton. Charters reported as follows: Moji-Hongkong, \$1.75; Paito-Lau-Canton \$2.75; Hongkong-Pulo Brani \$3.25, and Hongkong-Penang \$3.25, per ton.

Timecharterers:—Three settlements done locally are on record:—S.S. "Foothsing" for a voyage hence to Mexico and back on time-charter basis of \$9,000 per month.

S.S. "Spir" 3.1 months at \$2,250.00 per month for cattle trade, and S.S. "Brand" for 3.3 months at \$5,500 per month. Several vessels have been taken up on time-charter up North.

Salos.—German S.S. "Kniberg" 640 tons n. reg. has been sold to Japan at \$7,000. Three further vessels S.S. "Sing Lee" "Sing Yeo" and "Lyshtot" are also reported sold in Shanghai for Tael 50,000, for breaking up purposes.

NEW ORDINANCES  
APPROVED.

His Excellency the Governor has given his assent, in the name and on behalf of His Majesty, the King, to the following ordinances passed by the Legislative Council:—

Ordinance No. 4 of 1911.—An Ordinance to prohibit the use of Dynamite or other Explosives for the purpose of catching or destroying Fish.

Ordinance No. 5 of 1911.—An Ordinance to amend the Police Ordinance, 1900.

Ordinance No. 6 of 1911.—An Ordinance to amend the Harbour of Refuge Ordinance, 1909.

Ordinance No. 7 of 1911.—An Ordinance to introduce into the Criminal Law Ordinances of 1865 certain provisions of the Criminal Law Amendment Acts of the United Kingdom of 1881, and for other purposes.

## BOXING.

In connection with the coming McIlvain v. Kenny fight next month in Manila, it will be remembered that the men boxed during the Zamboanga fair, and McIlvain was given the decision in the tenth round of what was to have been a 15-round go, the referee deciding that Kenny had fouled his opponent. Many who saw the bout declared the decision to be a fluke, and neither man was satisfied with it.

Under the articles for the match the men must weigh in at three o'clock in the afternoon of the date mentioned, at 100 pounds. So far there has been only one hitch in the arrangements for the bout, and this is in reference to the amount of tape of bandage to be used, McIlvain holding out for only four feet, while Kenny wants twenty. But it is believed that this can be settled and that the men will meet on the day mentioned.

## WEDDING.

## MILNE-LESLIE.

A wedding took place at the Union Church this morning, when Mr. J. D. Milne, chief officer of the s.s. Singan, was married to Miss Annie Leslie, both of Aberdeen. The bride arrived in the Colony by the s.s. Borneo.

At the church the Rev. C. H. Hickling officiated. After the ceremony the wedding party adjourned to the Grand Hotel, where the breakfast was served. The reception took place on the large verandah of the hotel, which was tastily decorated with evergreens and flags.

## CHINESE IN BRITAIN.

The Registrar-General publishes the following in the "Gazette":—

Chinese are hereby warned of the risk they run in proceeding to Great Britain in search of work. Only those should go who have posts already secured for them, or have the means to pay their passage back if unsuccessful in obtaining employment, otherwise they are liable to find themselves left destitute in Great Britain.

## CHANNEL FLIGHT.

FRENCHMAN'S PLAN TO FLY FROM PARIS TO LONDON WITHOUT A STOP.

A sensational performance in the shape of a flight from Paris to London without a stop is to be attempted shortly by one of the pupils of the aviator and aeronautic constructor, Robert Ermault-Peltier, whose machine are known by the three initials, R. E. P.

The pupil will probably be M. Pierre Marie, who on 31 Dec.—when yet quite new to the sport—made an aerodrome flight of 331 miles in 6½ hours without a stop on a R.E.P. monoplane. The Minister of Marine has promised the assistance of a torpedo-boat as convoy.

The distance from Paris to London is from 250 to 280 miles, according to the route followed.

## RAINFALL IN 70 YEARS.

## DEFICIENCY IN SOME YEARS, DESPITE APPEARANCES.

The "man in the street" who is always ready with theories for weather, receives a severe rebuff on the publication recently of 70 years rainfall from the records of the Royal Observatory. The average annual rainfall for the last 70 years has been 24.17 in. This has only been exceeded in four years since 1894—namely in 1903, 1906, 1909, and last year. In fact, if you go through the whole list of records for the 70 years, you will find that we have had five years of deficiency of rain for every three years of excess.

Since the ethereal waves of wireless telegraphy have been projected through the atmosphere our rainfall has kept consistently nearer the average than, say, in the early seventies, when the fluctuations were very great, or about the eighties, when for years in succession the rainfall was considerably higher than the mean. Last year was exceptionally high, but this year we seem to be on the way to striking a balance again, because the rainfall in London since 19 Jan. has been less than a quarter of an inch.

The influence of the moon on the rainfall is quite as seriously challenged by the figures communicated by Mr. F. W. Dyson, the Astronomer Royal. It is a popular belief that the higher the moon's declination compared to terrestrial latitude, the wetter the year. We find that in 1805, when the moon's declination was 28deg. 20min. 20sec., the rainfall was only 19.73 in.; while in 1903, when the moon's declination was only 18deg. 29min. 10sec., the rainfall amounted to 35.54 in.—two inches in excess of the highest rainfall recorded for the last 70 years!

The theory that heavy gunfire brings down rain also has a very interesting commentary in these tables. In 1871, 1874, 1876 and 1887 a succession of "the Woolwich Infants," as the monster guns of that period were called, were undergoing trial at Woolwich, which is not very far from Greenwich Observatory; yet in each of those years the rainfall at Greenwich was below the mean, and in 1871 and 1887 considerably so.

The records since 1841 show that 1894 was the driest year on record and 1903 the wettest.

## The Weather Forecast.

CHANGE FAIR.



FORECAST DISTRICT.

1.—Hongkong and Neighbourhood, N. winds, fresh; fine.

2.—Formosa: Channel, N.E. winds, strong.

3.—South coast of China between Hongkong and Lantau, same as No.

**OCEAN SAFETY:**  
MODERN STEAMSHIPS AND  
THE SCIENCE OF  
STABILITY.

**THE PERFECT SEA BOAT.**

The inquiry into the mystery surrounding the fate of the *Warratah* will doubtless have the effect of causing some amount of nervousness on the part of those who have to undertake long journeys by sea. Stability is an easily understandable term; it may be taken to mean the ability of the vessel to remain in an approximately vertical position in spite of the violent buffeting of wind and waves. "Recovery power" also is a phrase which needs little explanation, for it describes the ability of a ship to return quickly to a normal position after having heeled over by a gust of wind or an extra heavy wave (says the London "Daily Graphic").

Everybody knows the feeling in rough weather, when a vessel is rolling badly, that if she heels over a little more it must be impossible for her to right herself, and what the average reader wishes to know is to what extent a vessel can safely heel—in other words, what is the limit of her recovering power. This, however, is a point that cannot be settled on general lines, since the stability of ships depends not only upon individual design, but upon the character of the cargo of each vessel, and the method in which it is loaded.

**CARGO.**

If the cargo is to be one of human beings, the problem before the designer is comparatively simple, for he has only to allow such a margin of safety that, with all the passengers sheltering from a gale on the lee side of the highest portion of the ship above the water line—that is to say, under the worst possible conditions—the vessel shall still be stable. This naturally necessitates the provision of a wide margin, especially on a large vessel such as a modern Atlantic liner, which at certain seasons of the year may carry a full load and at others perhaps, only half its complement of passengers.

A vessel must have the combination of great recovering power and comfortable riding, but, unfortunately, these are two opposed virtues; for if a vessel has the maximum recovering power that can possibly be provided, she will ride uneasily, owing to the rapidity and jerkiness with which she will endeavour to return to her normal position.

An appearance of top-heaviness, such as characterises many a modern boat, does not necessarily indicate that the vessel is of faulty and dangerous design.

**HIGH DECKS.**

That appearance is caused solely by the desire of passengers to live during their short stay on the boat as high above the water line as their means permit, and this natural tendency has brought about a type of vessel having a series of superimposed decks, a style of construction which must necessarily lend an air of instability to the boat in the eyes of the uninitiated.

The real fact of the matter, however, is that it is easy to provide for a wide range of stability in a vessel having many decks as in a boat having but one. This is simply a question of design, and, indeed, the tall sides or high freeboard, of the liner make it the safest of all vessels, so that the "top-heavy" appearance may be a virtue instead of the fault that it seems at first sight.

The stability of any vessel depends upon its metacentric height; that is to say, the relative positions of its metacentre and its centre of gravity. The metacentre is a term in physics, indicating that point in a floating body in which, when the body is disturbed from its normal position, the vertical line passing through the centre of gravity of the fluid displaced (regarded as still filling the space occupied by the body) meets the line which passes through the centres of gravity of fluid and body when the latter is at rest.

ROLLING IN BAD WEATHER.

It is a simple law that, for a vessel to float with stability the metacentre must be above the centre of gravity, and upon the precise relation of the positions of these two points to each other, and to the ship itself, the stability and comfort of the vessel depend. The height of the one point above the other directly determines the power of the vessel to return to the

vertical, and the safest and most comfortable ship is that in which this relation has been most accurately estimated for average requirements.

The great recovering powers and stability of modern well-designed ships is illustrated by the fact that as long ago as 1893, in a voyage undertaken just before Christmas, H. M. S. *Rosutilus* struck bad weather in the Bay of Biscay and a roll of 40 degrees was recorded, while she was lying to. The incident was illustrated in the "Daily Graphic" of December 26, 1893, from sketches supplied by an officer on the vessel, and her adventurous trip was reported by a correspondent in the same issue. The incident is worthy of being recalled at the present moment, when it is our purpose to emphasise the essential safety of modern vessels.

**CANADA'S CALL FOR  
SWEETHEARTS.**

**A MODERN CUPID AT WORK  
IN ENGLAND.**

A modern Cupid is now at work in England on behalf of Canadian young men. He is being kept busy.

We have heard of the call of the wild; the call of the wild and the gentle alike in Canada is the call for sweethearts. The young Canuckers have discovered that they are wasting their sweetness on the desert air, and brave Mr. Howell of the Canadian Northern Railway has come to England to interview the young damsels who are ready to taste of this quality.

He is receiving thousands of applications. Some five thousand willing and domesticated British girls are being sought for the purpose.

Their financial position will not affect their chances. Should they be found suitable, the company is willing to advance the passage money. By the beginning of May, therefore, the first party of servants will be sailing for Canada. How long they will remain in a subordinate position is not for anyone to say. But it requires no great stretch of the imagination to

conclude that a young woman who proves herself useful and willing will soon be entering upon a lifelong engagement. The 5,000 capable and domesticated young Englishwomen who will doubt respond to the call are, in fact, the potential brides whom Canada eagerly awaits.

Naturally, the question arises as to what special provision the Canadian Northern steamships will make to ensure the well being of these young women emigrants whilst on board ship. The question has been solved in a novel fashion by the introduction of a new rating on the company's liners—that of "the ship's mother." The question has been solved in a novel fashion by the introduction of a new rating on the company's liners—that of "the ship's mother."

Assuredly time has its revenge. Who would ever have dreamed, outside the realm of comic opera, that the day would dawn when woman—a "mere" woman—would occupy rank next to the ship's captain? Yet, by the time the first of the 5,000 young women are ready to sail, "the ship's mother" will be an accomplished fact. The new officer will have her own staff of assistants; will take her meals at the captain's table, and will wear a neat blue uniform resplendent with gold lace. The whole thing savors of an omitted chapter from "H.M.S. Pinafore." Yet Mr. Howell assured a press representative that the post would have its responsibilities. "The ship's mother," he said, "will see to the well-being and comfort of the women passengers. She will take her orders from the captain, and, with her own staff, will see to it that nothing is left undone that will contribute to the plausibility of the voyage."

The innovation marks a new era in ocean travel. It means that a husband may send wife or daughter overseas without the least misgiving, knowing that the journey can be accomplished with no more risk than that attendant upon a short railway journey.

It is stated that the ladies who are to occupy these new posts have already been selected. Vacancies, obviously, will be few, but for the benefit of those who are interested in the sailor's aspect of the matter, it may be mentioned that the exact cut of the new officers' uniform has not yet been decided upon. But gold lace will assuredly be there.

**THE UNIVERSITY  
CREWS.**

**CONTINUED CAMBRIDGE  
IMPROVEMENT.**

**OXFORD'S ETONIAN  
MAKE-UP.**

Wisely enough, President Roscher (Cambridge) had P. V. J. Vander Byl and W. J. Davy out tubbing again last week, says the "Pall Mall Gazette" of Feb. 13th. The former South African rows a powerful blade with every ounce of his weight, makes the most of his fine reach, and should be invaluable as a reserve oarsman, at any rate. The Old Wellingtonian should be equally useful in case of emergency. He is a very neat oarsman, whose work is invariably easy and effective. L. S. Lloyd, understudy to R. W. M. Arbuthnot at stroke, is another who may be asked to act as spare man. On latest form, however, no alteration seems either probable or expedient.

**A MODERN CUPID AT WORK  
IN ENGLAND.**

A modern Cupid is now at work in England on behalf of Canadian young men. He is being kept busy.

We have heard of the call of the wild; the call of the wild and the gentle alike in Canada is the call for sweethearts. The young Canuckers have discovered that they are wasting their sweetness on the desert air, and brave Mr. Howell of the Canadian Northern Railway has come to England to interview the young damsels who are ready to taste of this quality.

He is receiving thousands of applications. Some five thousand willing and domesticated British girls are being sought for the purpose.

Their financial position will not affect their chances. Should they be found suitable, the company is willing to advance the passage money. By the beginning of May, therefore, the first party of servants will be sailing for Canada. How long they will remain in a subordinate position is not for anyone to say. But it requires no great stretch of the imagination to

conclude that a young woman who proves herself useful and willing will soon be entering upon a lifelong engagement. The 5,000 capable and domesticated young Englishwomen who will doubt respond to the call are, in fact, the potential brides whom Canada eagerly awaits.

Naturally, the question arises as to what special provision the Canadian Northern steamships will make to ensure the well being of these young women emigrants whilst on board ship. The question has been solved in a novel fashion by the introduction of a new rating on the company's liners—that of "the ship's mother."

Assuredly time has its revenge. Who would ever have dreamed, outside the realm of comic opera, that the day would dawn when woman—a "mere" woman—would occupy rank next to the ship's captain? Yet, by the time the first of the 5,000 young women are ready to sail, "the ship's mother" will be an accomplished fact. The new officer will have her own staff of assistants; will take her meals at the captain's table, and will wear a neat blue uniform resplendent with gold lace. The whole thing savors of an omitted chapter from "H.M.S. Pinafore." Yet Mr. Howell assured a press representative that the post would have its responsibilities. "The ship's mother," he said, "will see to the well-being and comfort of the women passengers. She will take her orders from the captain, and, with her own staff, will see to it that nothing is left undone that will contribute to the plausibility of the voyage."

The innovation marks a new era in ocean travel. It means that a husband may send wife or daughter overseas without the least misgiving, knowing that the journey can be accomplished with no more risk than that attendant upon a short railway journey.

It is stated that the ladies who are to occupy these new posts have already been selected. Vacancies, obviously, will be few, but for the benefit of those who are interested in the sailor's aspect of the matter, it may be mentioned that the exact cut of the new officers' uniform has not yet been decided upon. But gold lace will assuredly be there.

Latest arrangements show that Time is not quite pleased, the president and his advisors at No. 7, after all. Wormald and Burgess have had further trial, and the latter will evidently dispute the seat with Time.

A weak finish—dragged through with the arms instead of being driven through direct from the stretchers—and a rush forward, whenever an attempt is made to quench the stroke, are dominant faults present. Until they are eradicated, any real progress will be out of the question. Nor will anything in the way of individual criticism be quite in order until final order has been arrived at. Enough at this stage to say that an above-average crew is in the making.

Strict training will start on Ash Wednesday, and shortly afterwards the crew will migrate to Henley for a fortnight's work over the historic reach. Mr. Harecourt Gold will have them in charge at Putney.

**EAST AND WEST.**

The rectorial address of Lord Curzon to the students of the Glasgow University on East and West is much canvassed by the native press and the criticisms, as may be expected, are coloured by the feeling entertained towards the ex-Viceroy. The belief prevalent among Indians is that the lost principles which he loved to enunciate were not always imported into his administration, that he was deficient in sincerity, and that he had scant sympathy with Indian aspirations. The critics declare that they will be beguiled no longer by fine phrases and glowing periods. Moved by this strong bias, they detect in his address a sinister meaning, a deep design for the everlasting subjugation of the East by the proud, domineering West.

Having carefully read the address, I fail to notice any trace of a wicked purpose beneath the surface, though I confess I have no great love for Lord Curzon. The portion of particular interest to us is that which relates to the future of India.

**THE BOAT.**

As a crew, the men have maintained the improvement expected from their earlier work. They have a much better command of the boat, and are better balanced on their feet, which gives them more time to swing forward and collect themselves for their stroke. They seem to have also escaped from that useless and tiring recovery which absorbed so much strength with no corresponding result previously. And the legs are now being used more effectively from beginning to finish, while they are sharper on to it the moment the blades touch the water.

Mr. Bruce is fast eradicating the general tendency to strain back with the bodies, which prevents the legs being got to work sufficiently quickly.

That the crew as a whole have strength and vigour is a strong point in their favour. There is no mistaking the zest with which they set about their work! If between now and April 1 the best of them learn to apply their strength more effectively, Cambridge will turn out a representative eight immeasurably superior to those of the last two years.

Latest plans differ somewhat from those mentioned in the "Pall Mall Gazette" recently. The crew now go to Ely on February 20. Here Captain Willis will have them in charge. A fortnight later they go to Bourne End, where, during the second week, Dr. Etherington-Smith will act as mentor. They hope to reach Putney about March 15 or 16, which will allow of a clear fortnight's tidal-water work. Strict training commences on Ash Wednesday (March 1).

**AN OXFORD-ETONIAN  
COMBINATION.**

The Oxford crew is fast attaining final order. C. A. Gladstone's inclusion as bow has been the least misgiving, knowing that the journey can be accomplished with no more risk than that attendant upon a short railway journey.

It is reminiscent of the palmy days of the late "eights," to find so many Old Etonians wielding an oar this season. The exception is at No. 5, where C. W. B. Littlejohn (New College), who hails from Australia, seems likely to prove a success at that most difficult thwart.

**TESTIMONY OF  
TRADITION.**

**MANY EXAMPLES.**

The search going on for treasure from the ship of the Spanish Armada sunk in Poblenou Bay, Scotland, makes it seem a theme of the supernatural in the story which centres round it may be explained by the notion that the time honoured tradition had been so vividly imprinted on the woman's mind as to conjure up the spectral appearance.

In his interesting "Scottish Reminiscences," Sir Archibald Geikie alludes to the trustworthiness of persistent local tradition. A story, related by Miss Darling, the sister of an old-time Lummormuir farmer, brought this home to the author at an early age. The narrative cannot be better told than in Sir Archibald's own words:—

"Ever since the time of the Battle of Dunbar, she (Miss Darling) said, it had been handed down that Cromwell, finding his way barred by Leslie and the Covenanters, sought to discover some route through the hills practicable for his army, and sent out scouts for that purpose. Two of these men, disguised as peasants, had made their way down the valley of the Whiddon, as far as the mouth of a little dell or clooch, when a gust of wind from the hollow blew their cloaks aside and showed their military garb to some of Leslie's emissaries, who were on the outlook. They were promptly shot and buried, and tradition had always pointed to a low mound with some gorse bushes as marking the site of their grave. Miss Darling sought and received permission from the proprietor, who, I think, was the Marquess of Tweeddale, to open a trench at the place with the view of seeing whether any corroboration of the tradition could be obtained. To her great delight, she found among some decayed bones, a few buttons and a coin or two of the reign of Charles I."

it was found to contain a complete skeleton encircled by a corset of pure gold. This interesting relic may now be seen in the British Museum. The suggestion of the supernatural in the story which centres round it may be explained by the notion that the time honoured tradition had been so vividly imprinted on the woman's mind as to conjure up the spectral appearance.

"Let all these boys in, and count them as they pass."

The gentleman did as requested,

and when the last one had gone he turned and said: "Twenty-eight, sir."

"Good," said the man, smiling as he walked away. "I thought I guessed right."

**ON THE TELEPHONE.**

"Hello! Are you the gas company?" inquired a man who had rung up the gas company on the telephone.

"Yes."

"Well, did you read in the papers that the tail of Halley's Comet is composed of gas?"

"Yes, but what has that to do with it?"

"And did you notice that it was fifteen million miles long?"

"Yes, but what?"

"Nothing. I just wanted to say that if the astronomers had measured it with the motor in my house it would have been forty million miles long."

**THE COST OF COURTSHIP.**

The following bill and letter have been received by a young man from the father of the girl whom he has been courting. The communication explains itself.

June 27, 1898.

Mr. John James Smith, Dr. to Hezekiah Blodgers:

To three months' use  
of parlor, Thursday  
and Sunday evenings..... L 0 0

To gas and coal used  
for your comfort at  
is a night, which is  
very reasonable..... 1 6 0

To the old lady's  
trouble for keeping  
the children out of  
the parlor while you  
were with Maria... 0 10 6

To broken rocking  
chair—what I paid  
for repairing it at  
times..... 1 7 0

To gas and upholstering  
damaged on lounge  
where Maria and you used  
to sit together—paid  
it..... 0 15 0

Which adds up to... L 7 2 0

Sir—I want you to understand that if Maria, my daughter, has given you the mittens, I haven't paid for your pleasure. You can't come fooling round my house two nights a week an' using the parlors if it were your own, without paying for the luxury, and the bill I have made out is very reasonable.

Mr. J. W. Hamilton.—People connected with universities, especially professors, are often more remarkable for their business peculiarities than for business aptitudes.

Lord William Cecil.—Brute strength is becoming less and less requisite among men.

Rev. W. L. Watkinson.—Generally it is by matters of comparative indifference that we are excited.

Mr. Justice Neville.—Over-crowding is terribly bad for young life.

Rev. F. B. Meyer.—Never tear up an anonymous letter without reading it.

Mr. R. R. Buckley.—The question of censorship is one of commerce rather than of morality.

Dr. J. W. Gregory, F.R.S.—Modern civilisation would inevitably wither if there were a serious iron famine.

Mr. F. T. Tregigas.—It will be a bad day for England if the individual be crushed out of existence by the monopolist.

The Master of Polwarth.—No class of the population have such great difficulties to face in leading honest, moral lives as the very poor.

Professor Boyd Dawkins.—I know of no better education for the Oxford man than to be thrown into the practical life of Manchester.

## A SHORT SERMON.

## THE FUTURE OF THE WORLD.

TEXT.—MATT. XXV., 14. We have here a parable that requires very little, if any, explanation. It speaks for itself.

The Master Who went into a far country is for us, Jesus Christ. The men to whom He entrusted five and two talents, as well as the man who had only one talent, are those who profess His name.

## SERVANTS OF CHRIST.

We are all the servants of the principles to which our moral natural subordinates; but there is a peculiar sense in which we are the bond-servants of Christ—that is, those who are the followers of Jesus Christ, and, with Him, in a blessed mystic union, are doing something with our spiritual inheritance to build up the kingdom of God on the earth.

If this parable we have a clear recognition of the ordinary inequalities of mind and human capacity. One man has more talents than another; the Master required just as much faithfulness from him as He did from the one who had less.

In the execution of their duty we observe the working in these servants of the characteristics of human nature. We have the result of diligence and sloth; industry and neglect; honest labour and vain excuses; and of reward to the faithful and punishment to the wicked.

## OUR TALENTS.

We do not need to labour the analogy. God entrusts all of us with a certain amount of capital to put to use. A "talent" was a Roman coin which had a certain face value, and every natural gift we possess is a talent, and to each of us is given certain powers and circumstantial opportunities which are also talents, for the opportunity of rendering a kind act is, for example, part of a service. And to each of us is given gifts and opportunities according to our several abilities. The rich have theirs; the poor have theirs. God does not expect from you what He expects from me, and He "treats USE OUR TALENTS PROFITABLY."

Now, what is the great significance of this parable? It seems to me that it lies in this, that our work bears an intimate relation to the future of the world. The Master has gone. When He will return we know not. In Apostolic times the disciples laboured for Christ, expecting His speedy return. The parable states that "after a long time" the Master returned. I do not think we need concern ourselves as to when He will return. The chief matter that should engage our minds and hearts is to ascertain what talent we possess for the work that Christ requires from us, and then to do it in such a way that it will be a success—in other words, profitable. So that when the Master returns, He will not find us idle and negligent.

## MAKE THE MOST OF OPPORTUNITIES.

You will observe that the progress of the world—the realisation of the aims and purposes of Christ—is dependent upon the development of individual qualities and opportunities. That is clearly suggested in the parable. If miracles are to be done, we must do them. The servants who had more than one talent did not waste time. They "straightway" went and traded with their talents, and in the great business of life we have no time to waste. Time is money. There is far too much procrastination in the work of Christ. "To-morrow will do; we need not go to church to-day; we will have an opportunity again," and so forth, are very lame and unworthy words to employ about work for such a Master as ours.

The servants made the utmost use of their opportunities; they were not content with obtaining a fair return for their investment; they were determined to realise the best. And, consequently, when the day of reckoning transpired, they were handsomely rewarded. So it is ever with those who take a serious view of life and devote their energies to making the most of their time, talents, friends, wealth, and influence for the Kingdom of God.

THE ONE-TALENT MAN. I confess that the one-talent man interests me. His action is pregnant with suggestiveness,

He was a man who had an ear for the worst reports about the Master. He had heard that He was a hard and exacting Master. There were no grounds for such an estimate of His character, as His treatment of those who did their duty proved.

The one-talent man was a proud servant. He looked at his one talent, and did not think it worth his while to use it; he had only one. He had not five—he, perhaps, could not speak in public like So-and-so; and he did not speak at all. He was poorer than his next-door neighbour, and, because he could not give as he did, he gave nothing at all to the cause of God and humanity. His whole case was vain and weak, and showed that his service was actuated by that rather popular notion that because one does nothing positively wrong—did he not hand the talent back to the Master as he got it?—he was worthy of praise.

## PUT TALENTS TO SERVICE.

My friend, the question of life is not wrapt up in a negative. Your character must follow positive lines if it is to shine in the beauty of righteousness and holiness. Your life is an investment for humanity. Your life is a light for those who sit in darkness. Your life should be a reflection of the Christ's, and unless you perform your part in the economy of the Kingdom, that Kingdom must suffer.

Only one talent! Why, the woman at the well heard Christ but once, but what a revolution she worked in her life by repeating what she heard, and felt and saw! Bring the talent out of its napkin, friends, and in the name of our Master, Who is neither hard nor exacting, but just and tender, and merciful; put it to some service, no matter how simple and insignificant it may appear when contrasted with other talents. It will meet with its reward.

## WARNING TO IDLERS.

Christ's skilful treatment of the slothful and unprofitable servant should be a warning to all idlers in the service of the Church. A neglect their duty, until when it falls upon them they will have no excuse.

On the other hand, those who merit the Master's reward will be treated not only generously, but made partakers of the very joy of their Lord! What that is I do not know. We perhaps too often think of Christ with His Cross, and are apt to forget that our Master is also joyful. At any rate, the reward for the Cross will, we may be sure, bear a just retribution to the pain and suffering, and the joy will be unutterable, and full of glory.

## THE MICROGRAPHY.

This branch of photography is rapidly becoming more popular with amateurs, and few who once start this work regret having done so. It is quite a fallacy to suppose that in order to take photographs an elaborate array of expensive apparatus is necessary. As a matter of fact, probably, the subjects that will prove of greatest interest to the majority of amateur workers can be photographed with an ordinary camera with a reasonably long extension and lens of very short focal length. By this I mean that there is a vast amount of extremely interesting work to be done without the aid of the microscope. Photomicrography really means the photography or enlarged images of small objects, and not necessarily obtaining enormous magnification. This branch of work is divided up into two classes, low power and high power. It is upon low-power work that I propose to deal in these few notes. The apparatus necessary is a camera with a good extension, preferably a solidly-built square-bellows camera, quarter-plate size will do, or, if desired, half-plate. A lens of about two inches focus will be required, the largest working aperture of which need not exceed F8. If not already possessed of this lens, one can be purchased second-hand for a few shillings. The next piece of apparatus is a pair of parallel wooden runners, say about four feet in length, and at one end should be fixed a form of easel upon which the objects to be photographed can be arranged. An aperture sufficiently large to clear that portion of a microscopic object slide containing the specimen should be made in the centre. This is in order that prepared specimens may be photographed by transmitted light if desired. When taking opaque subjects a background of paper should be stretched across the easel. The camera, with the lens in position, should now be adapted to the runners in such a way that it can be moved into any desired position, and yet kept square with the easel. Another plan is that the easel be made to slide along the runners, and the camera a fixture, the extension, of course, being available. Various methods of illumination can be adopted, either daylight or artificial light,

## PHOTOGRAPHIC NOTES.

## LIGHT-FILTER VALUES.

Probably many failures by incorrect exposure have been caused by a point which is frequently overlooked, in regard to light-filters. The requisite exposure necessary with different makes of plates may vary considerably. It is not sufficient to be guided by the speed numbers provided by the makers of the various orthochromatic plates. Of the different kinds of screens it may be general knowledge that the increase of exposure is not always represented actually by the number quoted, as, for instance, a light filter marked by 2, may necessitate an increase of three or four times the normal exposure, or a by 4 may require six times, according to the plate in use. A few tests made with different makes of plates likely to be favoured during the coming season will be found most useful and instructive. The results should be carefully marked and stored away for reference when required. A chart made up of different colours introducing blue, green, yellow, and red, representing as near as possible the colours of probable subjects, should be prepared and set up ready to be photographed. First make an exposure without a filter, and if possible develop at once to ascertain if a correct exposure has been made, but of course an approximately correct exposure made by means of a meter should answer the purpose well. Now proceed to make three exposures with the filter in position, one according to the increase necessary as given by the makers of the filter, and the other two under and over the amount; thus, if a by 4 requiring four times, make the exposures three, four, and five times. Now if this is done with one or more light filters and the same tests made with different plates, I have no doubt some of my readers will be enlightened as to the reason of many incorrect exposures.

## CORONATION VISITORS.

## PLENTY OF ACCOMMODATION FOR ALL OF THEM.

## LONDON IS NEVER FULL.

It is anticipated that some 200,000 visitors from the Overseas Dominions, America, and the Continent will visit London during the period of the festivities surrounding the Coronation of King George, and already rooms are being booked to secure against disappointment.

## THE INFLUENCE OF THE MOTOR-CAR.

Owing to the facilities offered by the general use of the motor-car, house agents who have suitable furnished dwellings to let a few miles from London are being inundated with applications, while the smaller and private hotels will no doubt be considerably benefited.

"It is impossible," said the manager of the Hotel Cecil to the Press Association reporter, "to fill London and the reports that are yearly circulated that London is crowded" and that hotel accommodation is at a premium, are not only untrue, but are responsible for the loss of a great deal of money which would otherwise find its way into the pockets of London's tradesmen.

Montenegro's resources are so great that we could accommodate with the greatest of ease almost any number of people, as, if they cannot book rooms at once, there are always other places to which they can go."

## THE HARM OF EXAGGERATION.

"As an instance of the harm done by these reports," he went on, "I will tell you this: Last year a party of over a hundred wealthy Americans intended to come to London, and to make a tour of the country. They read in a newspaper that London was full up—that there was no room left. What did they do? Instead of landing at Southampton, they went on to Cherbourg and spent some weeks in France without placing foot upon the shores of this country."

Questioned as to whether prices would be much increased, the manager expressed the opinion that they would be affected only to a small extent. America, he added, would contribute the greatest quota of visitors, but a large number of inquiries were being received from France and from Russia. The Russian people, he explained, were becoming more and more constant in their visits to this country, and their taste for travel was rapidly increasing.

## NEAR EAST WAR CLOUD.

## PORTENTS OF SERIOUS TROUBLE IN THE SPRING.

## BALKANS ACTIVITY.

[By a Foreign Diplomat.]

The European situation has not been cleared up.

The only things which, since the Potsdam meeting, emerge more clearly are intensified distrust of Germany in France and England, and the somewhat weakened trust in Russia by the public opinion in these countries.

Just because the conduct of the third member of the Entente seemed to become less cordial, France and England felt the need to intensify their own cordiality towards each other. Between them the Entente is "more cordial, closer, and more complete than ever," according to M. Pichon. If those words mean a reality, and not a pleasurable but empty sound, then at least a military convention for defensive purposes must have been concluded by this time between England and France. Such a convention would be, I will not say the logical answer to, but the natural consequence of the Russo-German rapprochement.

But for the moment the centre of the political storm cloud does not lie in the Persian Gulf, encircling Kuwait and Bagdad. The centre of danger is nearer to the centre of Europe.

It is again in the Balkan Peninsula. Strange and symptomatic events are happening there. The rumours of a military convention between Turkey and Rumania (which is formally attached to the Triple Alliance), have never been convincingly contradicted. The rapprochement between Bulgaria and Greece was somewhat slow, but unmistakable. Only four weeks ago the Bulgarian ex-

Minister for War, General Savov, published a pamphlet declaring that an Alliance between Bulgaria, Greece, and Montenegro against Turkey is not only an unavoidable, but already an accom-

## THE ALBANIAN AGITATION.

Montenegrin telegrams during the last two months have informed Europe that there are now in Montenegro nearly 10,000 refugees from North Albania; the Sandjak, and even from the Kossovo Vilayet, who clamour daily for the King of Montenegro to invade their country, and by occupying it with his army, give the people security for life and property, of which the Young Turks have, according to them, utterly deprived them. The latest messages from Cetinje announce that the warlike excitement is growing among the Montenegrins themselves, and that King Nicholas is at present bravely resisting the wishes of his people.

But for how long will he be able to resist? He could tomorrow, not without justification, pretend that the people of North Albania and the Sandjak have implored his protection, and that his own people insisting that he should give them such a protection, he had no other alternative but to occupy those countries. The same plea, and probably a less artificial one, could Bulgaria make for the invasion of Macedonia by the Bulgarian Army.

## TURKEY'S GRIEVANCE.

The Turks are fully aware of the dangers menacing them. They are planning a general mobilisation of their forces in Europe in the early spring. That would necessarily provoke the mobilisation of the Bulgarian, Montenegrin, and, probably, Servian armies. And under the Balkan atmosphere, charged always, more or less, by electric storms, the rifles and guns may start to fire of themselves.

## THE HARM.

The danger is very serious. It is aggravated by the general belief among the Balkan Slavs that the Chauvinistic policy of the Young Turks is encouraged by Austria and Germany, while among the Turks the belief is widely spread that the Bulgarians, Greek, and Montenegrins are encouraged by Great Britain to harass and eventually attack Turkey. If the war between the Turks and the Christian nations of the Balkans breaks out next spring, it would be impossible to localise it. But at this stage it would be as yet possible to prevent it.—"Fall Mall Gazette."

## PARIS FASHIONS.

The moral to be remembered just now, where fashion is concerned, is: "Shape your heart (or, rather, your budget) to meet the present, but dream not that the hour will last." The fact is, the dress-makers have had to make a whole series of new dresses for the theatres, which have all been seen this week, several days before the new collections are put on view.

This means either that we have seen some of the newest models, or that the actresses will have to content with wearing demode frocks for the rest of the time the plays run. As the plays in question were foreordained to succeed, this last supposition seems scarcely likely, so we may conclude that the new theatre dresses are forerunners of what is to be worn, at any rate, in the early spring.

NO GREAT CHANGE IN LINE. Lovers of variety will be sorry to hear that there is very little change in the general lines of the new models; but, as I said above, the hour will not last, and although the dresses we now see express the fashion of the present, and the immediate future, the coming collections will show novelties which will be worn in June, July, and August. But let us deal with to-day, and not heed that tantalising rattle of the distant drum. The dresses I have in my mind are some I saw at the Theatre Michel, and they were made by Paquin. There was one in navy-blue velvet, with a tunic in blue-green crepe de Chine. The skirt was slightly full, as a Greek under-dress might be, the tunic was shot on one side and long on the other, and round the high waist-line was a long-ended sash of blue velvet ribbon. The tunic reached the base of the neck, and a high cream net collar band finished off the throat, cream net sleeves ran from under the blue-green crepe de Chine short ones, to the wrists, and the whole dress was a charming simple thing, which any girl might wear and look well in.

Another charming dress was in old-rose cashmere brocade, with a three-tier tunic of plain rose voile, each tier being bordered with a narrow silk fringe. The corsage was quite simply bloused and carried to the base of the throat, above which was a touch of cream. This touch of cream is so important. It softens the whole effect in a most marvellous way, for there are very few women who can bear a colour directly on the skin without running the risk of the dress looking hard, unfinished—unsatisfactory, in fact. Yet another model, and this, not one which has appeared at the theatre, is in lime-tinted THE MORNING INDOOR.

## TOILETTE.

It is a recognised fact in England that the Frenchwoman flings herself around in her dressing-gown all morning—some people think all day. The difficulty about refuting this disconcerting idea is that there is some truth in it, but only some. The Frenchwoman wears a robe d'intérieur, a loose-flowing garment of some soft material, into which she can slip quite easily. But—and this is a great but—she is the perfection of neatness and trimness in it, for one must not take as a type of the true Frenchwoman the occasional glimpse to be had of a small French interior from which hang mattresses and bedcoverings at the windows, and over which preside stout women in flannelette dressing-gowns at 5fr. 90c. each, and open at the throat for comfort. One might justly cite the Englishwoman who wears Hinde's curling-pins until the afternoon as representative of English habits.

To be fair, it is necessary to compare the women who belong to the same classes, and in this case let us take the upper middle-class women of both nations. Both, naturally, are equally dainty in their actual bathing and hairdressing and wearing of fair, fresh, linen, but the Frenchwoman, instinctively plus coquette, puts more flourishes into the performance than the Englishwoman. Her dressing-room shelves hold bottles of sweet-smelling essences, her ribbons and laces flutter more obviously, and instead of covering up her dainty under-garments with a mattock and cloth skirt, she puts on a flowing robe of silk, or muslin, or cashmere, and she looks charming in it. It suits her and her surroundings, and it saves her tailor-made skirt from getting knotted. In this way she is both dainty and practical, and just because she is different from us is no reason to say she is wrong.—M. E. C. in the "Fall Mall Gazette."

## THE LONGER SKIRT.

There is no doubt about the advent of the longer skirt for afternoon dresses, and there is no question about the grace of the innovation. The short skirt will still reign for practical purposes, but for garden parties, house parties, concerts, and all occasions where pretty, rather than practical, dresses should reign by right, the longer skirt will be de rigueur. It will be made on the lines of Greek robes, and no under-skirts will be worn with it, for the Parisienne is mad about soft, supple, clinging materials which make her look intensely feminine, fragile, and graceful. Some people say she means to grow plump again, and give up her stern dieting and her salt cures, but she will have to reckon with the dressmakers if she does, as I know they infinitely prefer her to be slim.

## THE VOGUE OF THE BOLERO.

Several weeks ago I said that the bolero was coming, and here it is. A sketch shows one of its many forms, made in a finely striped silk of sapphire blue and black, trimmed with black satin bands. The two latest crazes are, it was noticed, simulated rather than actually carried out. I mean the tunic cut like the trouser skirt, and the bolero trimmed with a high waist-line. Other popular boleros have little unlined silk basques falling from the waist-belts, and a favourite trimming to the front of one is a plisse net or lace rill falling sideways. Take, for instance, a tailor-made of the new

material called silk-sorge, made with a bolo of the same material worn over a chiffon and lace blouse, add to this a lace rill in front and lace wrist-trim, and nothing could be daintier for a visit of the ordinary calling kind. A favourite hat for such a costume is the taffetas turban in a fine chock of one colour, but in two shades. The taffetas is swirled round a turban shape, and then spiked into a three-fold fan, which curves off at a sharp angle from the highest twist of the turban. It is very effective, and I saw one this week in two shades of peacock-blue worn with a navy-blue tailor-made and black fox furs which was quite successful.

THE BONNET DE NUIT. I am quite in love with the dainty bonnets de nuit which the Frenchwomen wear, and they are so easy to make. As a matter of fact, I do not think they are worn in the nut, but they do adorn many dainty heads in the early morning, when the cup of tea or chocolate is being taken, and morning letters are being read. Some women like the Dutch shape made in embroidered lawn, others the nightcap with a ribbon running round it, and both are pretty. The best way is to buy one for a good pattern and then let one's own small milliner copy it in different muslins. I found one the other day for 20 francs, and the rest of my bonnets will cost me about 5 francs each.

## THE MORNING INDOOR.

It is a recognised fact in England that the Frenchwoman flings herself around in her dressing-gown all morning—some people think all day. The difficulty about refuting this disconcerting idea is that there is some truth in it, but only some. The Frenchwoman wears a robe d'intérieur, a loose-flowing garment of some soft material, into which she can slip quite easily. But—and this is a great but—she is the perfection of neatness and trimness in it, for one must not take as a type of the true Frenchwoman the occasional glimpse to be had of a small French interior from which hang mattresses and bedcoverings at the windows, and over which preside stout women in flannelette dressing-gowns at 5fr. 90c. each, and open at the throat for comfort. One might justly cite the Englishwoman who wears Hinde's curling-pins until the afternoon as representative of English habits.

To be fair, it is necessary to compare the women who belong to the same classes, and in this case let us take the upper middle-class women of both nations. Both, naturally, are equally dainty in their actual bathing and hairdressing and wearing of fair, fresh, linen, but the Frenchwoman, instinctively plus coquette, puts more flourishes into the performance than the Englishwoman. Her dressing-room shelves hold bottles of sweet-smelling essences, her ribbons and laces flutter more obviously, and instead of covering up her dainty under-garments with a mattock and cloth skirt, she puts on a flowing robe of silk, or mus

**OCEAN SAFETY.**  
MODERN STEAMSHIPS AND  
THE SCIENCE OF  
STABILITY.

**THE PERFECT SEA BOAT.**

The inquiry into the mystery surrounding the fate of the *Warratah* will doubtless have the effect of causing some amount of nervousness on the part of those who have to undertake long journeys by sea. Stability is an easily understandable term; it may be taken to mean the ability of the vessel to remain in an approximately vertical position in spite of the violent buffeting of wind and waves. "Recovery powers" also is a phrase which needs little explanation, for it describes the ability of a ship to return quickly to a normal position after having heeled over by a gust of wind or an extra-heavy wave (says the London "Daily Graphic").

Everybody knows the feeling in rough weather, when a vessel is rolling badly, that if she heels over a little more it must be impossible for her to right herself, and what the average reader wishes to know is to what extent a vessel can safely heel—in other words, what is the limit of her recovering power. This, however, is a point that cannot be settled on general lines, since the stability of ships depends not only upon individual design, but upon the character of the cargo of each vessel, and the method in which it is loaded.

**CARGO.**

If the cargo is to be one of human beings, the problem before the designer is comparatively simple, for he has only to allow such a margin of safety that, with all the passengers sheltering from a gale at the leeward the highest portion of the ship above the water line—that is to say, under the worst possible conditions—the vessel shall still be stable. This naturally necessitates the provision of a wide margin, especially on a large vessel such as a modern Atlantic liner, which at certain seasons of the year may carry a full load and at others perhaps only half its complement of passengers.

A vessel must have the combination of great recovering power and comfortable riding, but, unfortunately, these are two opposed virtues, for if a vessel has the maximum recovering power that can possibly be provided, she will ride uneasily, owing to the rapidity and jerkiness with which she will endeavour to return to her normal position.

An appearance of top-heaviness, such as characterises many a modern boat, does not necessarily indicate that the vessel is of faulty and dangerous design.

**HIGH DECKS.**

That appearance is caused solely by the desire of passengers to live during their short stay on the boat as high above the water line as their means permit, and this natural tendency has brought about a type of vessel having a series of superimposed decks, a style of construction which must necessarily lend an air of instability to the boat in the eyes of the uninitiated.

The real fact of the matter, however, is that it is as easy to provide for a wide range of stability in a vessel having many decks as in a boat having but one. This is simply a question of design, and, indeed, the tall sides or high freeboard, of the liner make it the safest of all vessels, so that the "top-heavy" appearance may be a virtue instead of the fault that it seems at first sight.

The stability of any vessel depends upon its metacentric height; that is to say, the relative positions of its metacentre and its centre of gravity. The metacentre is a term in physics, indicating that point in a floating body in which, when the body is disturbed from its normal position, the vertical line passing through the centre of gravity of the fluid displaced (regarded as still filling the space occupied by the body) meets the line which passes through the centre of gravity of fluid and body when the latter is at rest.

**ROLLING IN BAD WEATHER.**  
It is a simple law that for a vessel to float with stability the metacentre must be above the centre of gravity, and upon the precise relation of the positions of these two points to each other, and to the ship itself, the stability and comfort of the vessel depend. The height of the one point above the other directly determines the power of the vessel to return to the

vertical, and the safest and most comfortable ship is that in which this relation has been most accurately estimated for average requirements.

**CONTINUED CAMBRIDGE IMPROVEMENT.**

**OXFORD'S ETONIAN MAKE-UP.**

Wisely enough, President Rosher (Cambridge) had P. V. J. Van der Byl and W. J. Davy out tabbing again last week, says the "Pall Mall Gazette" of Feb. 13th. The former South African rows a powerful blade with every ounce of his weight, makes the most of his fine reach, and should be invaluable as a reserve eightman, at any rate. The Old Wellingtonian should be equally useful in case of emergency. He is a very neat oarsman, whose work is invariably easy and effective. J. S. Lloyd, understudy to R. W. M. Arbuthnot at stroke, is another who may be asked to act as spare man. On latest form, however, no alteration seems either probable or expedient.

**CANADA'S CALL FOR SWEETHEARTS.**

**A MODERN CUPID AT WORK IN ENGLAND.**

A modern Cupid is now at work in England on behalf of Canadian young men. He is being kept busy.

We have heard of the call of the wild; the call of the wild and the gentle alike in Canada is the call for sweethearts. The young Canucks have discovered that they are wasting their sweethearts on the desert air, and brave Mr. Howell of the Canadian Northern Railway has come to England to interview the young damsels who are ready to taste of this quality.

He is receiving thousands of applications. Some five thousand willing and domesticated British girls are being sought for the purpose.

Their financial position will not affect their chances.

Should they be found suitable,

the company is willing to advance the passage money.

By the beginning of May, therefore, the first party of servants

will be sailing for Canada. How long they will remain in a subordinate position is not for anyone to say. But it requires no great stretch of imagination to

conclude that a young woman who proves herself useful and willing will soon be entering upon a lifelong engagement. The 5,000 capable and domesticated young Englishwomen who will no doubt respond to the call are, in fact, the potential brides whom Canada eagerly awaits.

Naturally the question arises as to what special provision

the Canadian Northern steamships will make to ensure the well being of these young women emigrants whilst on board ship.

The question has been solved in a novel fashion by the introduction of a new rating on the company's liners—that of "the ship's mother."

Assuredly time has its revenge.

Who would ever have dreamt,

outside the realm of comic opera, that the day would dawn when woman—a "mere woman"—

would occupy rank next to the ship's captain? Yet, by the time

the first of the 5,000 young women are ready to sail, "the ship's mother" will be an accomplished fact.

The new officer will have her own staff of assistants, will take her meals at the captain's table, and will wear a neat blue uniform resplendent with gold lace. The whole thing savors of an omitted character from "H.M.S. Pinafore." Yet Mr. Howell assured a press representative that the post would have its responsibilities. "The ship's mother," he said, "will see to the well-being and comfort of the women passengers. She will take her orders from the captain, and, with her own staff, will see to it that nothing is left undone that will conduce to the pleasantness of the voyage."

The innovation marks a new era in ocean travel. It means that a husband may send wife or daughter overseas without the least misgiving, knowing that the journey can be accomplished with no more risk than that attendant upon a short railway journey.

It is stated that the ladies who are to occupy these new posts have already been selected. Vacancies, obviously, will be few, but for the benefit of those who are interested in the matrimonial aspect of the matter, it may be mentioned that the exact cut of the new officers' uniform has not yet been decided upon. But gold lace will assuredly be there.

The Oxford crew is fast attaining final order. C. A. Gladstone's inclusion at bow has been the most important change. Everybody hopes this fine oarsman will be able to stand the training this year. He has missed his Blue twice on previous occasions simply owing to illness.

It is reminiscent of the palmy days of the late "eighties" to find so many Old Etonians wading in the river this season. The exception is at No. 5, where C. W. B. Littlejohn (New College), who hails from Australia, seems likely to prove a success at that most difficult thwart.

**THE UNIVERSITY CREWS.**

**CONTINUED CAMBRIDGE IMPROVEMENT.**

**OXFORD'S ETONIAN MAKE-UP.**

Wisely enough, President Rosher (Cambridge) had P. V. J. Van der Byl and W. J. Davy out tabbing again last week, says the "Pall Mall Gazette" of Feb. 13th.

The former South African rows a powerful blade with every ounce of his weight, makes the most of his fine reach, and should be invaluable as a reserve eightman, at any rate. The Old Wellingtonian should be equally useful in case of emergency. He is a very neat oarsman, whose work is invariably easy and effective. J. S. Lloyd, understudy to R. W. M. Arbuthnot at stroke, is another who may be asked to act as spare man.

On latest form, however, no alteration seems either probable or expedient.

All the Blues are giving satisfaction.

Arbuthnot appears easy to follow at stroke, and is admirably backed up by G. E. Fairbairn at No. 7. The Jesus man is putting up the work in great style just now, and rowing with immense power. So also are J. B. Rosher and R. Le Blanc Smith at Nos. 6 and 5 thwarts. Rosher's uniform rhythm tends to the greater steadiness now observable. Le Blanc Smith is still a little slow on stroke at times; but is rapidly recovering his best form. R. Davies, at No. 2, wants rather a firmer finish. His tendency is to clip one stroke in the hurry for the next.

The recruits C. F. Burnand (St. Trinity) and S. E. Swann (Trinity Hall) continue to improve appreciably at No. 4 and bow respectively. The Downside man must correct his tendency to clip the finish. At present he fails to give the last half of the stroke its proper value. The "Hall" man's exposition is of the improved and improving nature.

**BETTER COMMAND OF THE BOAT.**

As a crew, the men have maintained the improvement expected from their earlier work. They have a much better command of the boat, and are better balanced on their feet, which gives them more time to swing forward and collect themselves for their stroke. They seem to have also escaped from that useless and tiring recovery which absorbed so much strength with no corresponding result previously.

And the legs are now being used more effectively from beginning to finish, while they are sharper on to it the moment the blades touch the water.

Mr. Bruce is fast eradicating the general tendency to strain back with the bodies, which prevents the legs being got to work sufficiently quickly.

That the crew as a whole have strength and vigour is a strong point in their favour. There is no mistaking the zest with which they set about their work! If between now and April 1 the best of them learn to apply their strength more effectively, Cambridge will turn out a representative eight immeasurably superior to those of the last two years.

Latest plans differ somewhat from those mentioned in the "Pall Mall Gazette" recently.

The crew now go to Ely on February 20. Here Captain Willis will have them in charge. A fortnight later they go to Bourne End, where, during the second week, Dr. Etherington-Smith will act as mentor. They hope to reach Putney about March 15 or 16, which will allow of a clear fortnight's tidal-water work. Strict training commences on Ash Wednesday (March 1).

**AN OXFORD-ETONIAN COMBINATION.**

The Oxford crew is fast attaining final order. C. A. Gladstone's inclusion at bow has been the most important change. Everybody hopes this fine oarsman will be able to stand the training this year. He has missed his Blue twice on previous occasions simply owing to illness.

It is reminiscent of the palmy days of the late "eighties" to find so many Old Etonians wading in the river this season. The exception is at No. 5, where C. W. B. Littlejohn (New College), who hails from Australia, seems likely to prove a success at that most difficult thwart.

The innovation marks a new era in ocean travel. It means that a husband may send wife or daughter overseas without the least misgiving, knowing that the journey can be accomplished with no more risk than that attendant upon a short railway journey.

It is stated that the ladies who are to occupy these new posts have already been selected. Vacancies, obviously, will be few, but for the benefit of those who are interested in the matrimonial aspect of the matter, it may be mentioned that the exact cut of the new officers' uniform has not yet been decided upon. But gold lace will assuredly be there.

The Oxford crew is fast attaining final order.

C. A. Gladstone's inclusion at bow has been the most important change.

Everybody hopes this fine oarsman will be able to stand the training this year. He has missed his Blue twice on previous occasions simply owing to illness.

It is reminiscent of the palmy days of the late "eighties" to find so many Old Etonians wading in the river this season. The exception is at No. 5, where C. W. B. Littlejohn (New College), who hails from Australia, seems likely to prove a success at that most difficult thwart.

The innovation marks a new era in ocean travel. It means that a husband may send wife or daughter overseas without the least misgiving, knowing that the journey can be accomplished with no more risk than that attendant upon a short railway journey.

It is stated that the ladies who are to occupy these new posts have already been selected. Vacancies, obviously, will be few, but for the benefit of those who are interested in the matrimonial aspect of the matter, it may be mentioned that the exact cut of the new officers' uniform has not yet been decided upon. But gold lace will assuredly be there.

The Oxford crew is fast attaining final order.

C. A. Gladstone's inclusion at bow has been the most important change.

Everybody hopes this fine oarsman will be able to stand the training this year. He has missed his Blue twice on previous occasions simply owing to illness.

It is reminiscent of the palmy days of the late "eighties" to find so many Old Etonians wading in the river this season. The exception is at No. 5, where C. W. B. Littlejohn (New College), who hails from Australia, seems likely to prove a success at that most difficult thwart.

The innovation marks a new era in ocean travel. It means that a husband may send wife or daughter overseas without the least misgiving, knowing that the journey can be accomplished with no more risk than that attendant upon a short railway journey.

It is stated that the ladies who are to occupy these new posts have already been selected. Vacancies, obviously, will be few, but for the benefit of those who are interested in the matrimonial aspect of the matter, it may be mentioned that the exact cut of the new officers' uniform has not yet been decided upon. But gold lace will assuredly be there.

The Oxford crew is fast attaining final order.

C. A. Gladstone's inclusion at bow has been the most important change.

Everybody hopes this fine oarsman will be able to stand the training this year. He has missed his Blue twice on previous occasions simply owing to illness.

It is reminiscent of the palmy days of the late "eighties" to find so many Old Etonians wading in the river this season. The exception is at No. 5, where C. W. B. Littlejohn (New College), who hails from Australia, seems likely to prove a success at that most difficult thwart.

The innovation marks a new era in ocean travel. It means that a husband may send wife or daughter overseas without the least misgiving, knowing that the journey can be accomplished with no more risk than that attendant upon a short railway journey.

It is stated that the ladies who are to occupy these new posts have already been selected. Vacancies, obviously, will be few, but for the benefit of those who are interested in the matrimonial aspect of the matter, it may be mentioned that the exact cut of the new officers' uniform has not yet been decided upon. But gold lace will assuredly be there.

The Oxford crew is fast attaining final order.

C. A. Gladstone's inclusion at bow has been the most important change.

Everybody hopes this fine oarsman will be able to stand the training this year. He has missed his Blue twice on previous occasions simply owing to illness.

It is reminiscent of the palmy days of the late "eighties" to find so many Old Etonians wading in the river this season. The exception is at No. 5, where C. W. B. Littlejohn (New College), who hails from Australia, seems likely to prove a success at that most difficult thwart.

The innovation marks a new era in ocean travel. It means that a husband may send wife or daughter overseas without the least misgiving, knowing that the journey can be accomplished with no more risk than that attendant upon a short railway journey.

It is stated that the ladies who are to occupy these new posts have already been selected. Vacancies, obviously, will be few, but for the benefit of those who are interested in the matrimonial aspect of the matter, it may be mentioned that the exact cut of the new officers' uniform has not yet been decided upon. But gold lace will assuredly be there.

The Oxford crew is fast attaining final order.

C. A. Gladstone's inclusion at bow has been the most important change.

Everybody hopes this fine oarsman will be able to stand the training this year. He has missed his Blue twice on previous occasions simply owing to illness.

It is reminiscent of the palmy days of the late "eighties" to find so many Old Etonians wading in the river this season. The exception is at No. 5, where C. W. B. Littlejohn (New College), who hails from Australia, seems likely to prove a success at that most difficult thwart.

The innovation marks a new era in ocean travel. It means that a husband may send wife or daughter overseas without the least misgiving, knowing that the journey can be accomplished with no more risk than that attendant upon a short railway journey.

It is stated that the ladies who are to occupy these new posts have already been selected. Vacancies, obviously, will be few, but for the benefit of those who are interested in the matrimonial aspect of the matter, it may be mentioned that the exact cut of the new officers' uniform has not yet been decided upon. But gold lace will assuredly be there.

The Oxford crew is fast attaining final order.

C. A. Gladstone's inclusion at bow has been the most important change.

Everybody hopes this fine oarsman will be able to stand the training this year. He has missed his Blue twice on previous occasions simply owing to illness.

It is reminiscent of the palmy days of the late "eighties" to find so many Old Etonians wading in the river this season. The exception is at No. 5, where C. W. B. Littlejohn (New College), who hails from Australia, seems likely to prove a success at that most difficult thwart.

The innovation marks a new era in ocean travel. It means that a husband may send wife or daughter overseas without the least misgiving, knowing that the journey can be accomplished with no more risk than that attendant upon a short railway journey.

It is stated that the ladies who are to occupy these new posts have already been selected. Vacancies, obviously, will be few, but for the benefit of those who are interested in the matrimonial aspect of the matter, it may be mentioned that the exact cut of the new officers' uniform has not yet been decided upon. But gold lace will assuredly be there.

The

## HOW DREXEL BROKE A RECORD.

## 10,300 FEET FROM EARTH.

The aviator Drexel, interviewed after his record-making flight, during which he ascended to a height of 10,300 feet, thus describes his sensations.

"You see, when I got well started I was making probably fifty miles an hour, as I swung around in ten-mile circles. That rates of speed stirs up some booze. Add to this the rush of air from the propeller, which in the Bleriot is directly in front of the aviator, and you get a total blow in your face that about equals the effect of travelling a hundred miles an hour. I've travelled 110 miles an hour, and it's a little worse than."

"But one gets used to this constant hurricane. It's this terrific sweep of air, more than the actual temperature, that makes you cold. It almost froze my face before I got to the top, and while my feet and body were comfortably warm, my hands and arms were stiff from the cold."

"When I was up about seven or eight thousand feet I began to feel queer. It was just a touch of nausea, I guess, due perhaps to the swift changes in air-pressure, for I was ascending rapidly. For a moment my head was all sort of light and I had a passing sensation as if everything were extremely funny. I wanted to laugh."

"The barograph showed me I still had a long way to go to get the record I had determined to bring down. That brought me to my senses. I rather think I had passed through a momentary period of unconsciousness."

"After nine thousand feet the air was so thin that the propeller didn't have nearly the same pushing power as lower down. I saw that the only way to reach my goal would be to bounce. I pointed the machine down, and let out the engine full force, still going down until top speed was reached, — maybe as much as seventy miles an hour. Then quickly I tilted her up, and the terrific momentum carried her hundreds of feet higher."

"It was that bounce which put the barograph out of business. The ink spilled, and while there's a visible pen scratch on the 10,000 line, they won't let me have more than the 9970 recorded in ink. Oh, no, I'm not complaining, but I really think I went up 10,300 feet."

"During the latter part of the climb, and the first part of the descent, I was above the clouds. I had nothing to guide me, though I felt I was still over the land. I crouched down so as to avoid the sweep of air in my face, and every little while I looked back to see how the tail was working. It wobbles, you know."

"The fall was so swift that my system couldn't accommodate itself to the rapid changes, and I again felt sick. I don't know any way to describe the sensation of dropping out of space into space — you have to do it to know how it makes you feel. But once or twice on the down slide I think I must have slipped the noose of consciousness for a second or two."

Sometimes in his descent, said Mr. Drexel, the winds seemed to come from directly above, and sometimes from directly below. For you must remember that he was where wind directions are not confined to points of the compass. He was where winds are as free to blow up or down as to blow across. And every change of air current meant a change in steering; a new problem to be



## THE AVIATOR.

not and overcome, and all in the hundredth part of a minute.

"You've got to keep your head for the machine, you know. You can't do any mortal aviating. I guess it's just as well, for there's no telling what might happen if you paused to dwell upon where you were and what would result if — if the engine stopped popping or one of those wires so small you can't see them snapped or if that bit of a bolt that holds the wings should get tired of its task!"

"These things flash through my mind, even with the engine and the steering to tend. But somehow it's that tiny bolt that sticks in my thoughts. If it should give way — well, I suppose I wouldn't know much after five thousand feet or so! I suppose the heart would give out about that time."

"You see the vital thing is to keep the machine properly balanced in the air. Let one of those bolts break or work loose and your wing would turn up like an umbrella in a hurricane and — why, you'd come down!"

"Yes, there's a sense of the risk and the danger. But, oh, it's fascinating! Why, it makes automobileing, even at express speed, look ridiculous! You see when I start out to smash a record — as I did Wednesday — I always set a goal — I ascend in circles."

"The earth just sinks away as if I were falling backward from it. I don't have time to consider scenery or sentiment. There's the proper mixing of oil, petrol and gasoline to be regulated. The constant air-changes demand different proportions. How can I tell just what combination is needed? It's intuition. I guess. If I had the wrong one, I'd not be long finding it out."

Stop a moment, reader, and think of tobogganing down a hillside of either in semi-darkness, with nothing between your present manly—or womanly—form and human hamberg steak but a little spread of thin stuff, stretched taut and held by piano wire: sliding down at a rate of say fifty miles an hour, to be conservative as becomes Philadelphians!

"Don't you ever dream about falling or things of that sort?" I asked.

"No," he answered. "Will the day of passenger airships come?"

"By all means. But dirigible balloons will never do. You can't manage a gasbag in the wind."

"And how much higher than 10,000 feet will man yet fly?"

"Not much higher, I imagine, with airships of the present size. But larger ones with greater lifting power might do much better."

## LOCAL AVIATION.

A large number of spectators gathered to-day at Shatin Valley in the expectation of seeing Mr. Van den Born give the first aviation exhibition in Hongkong. Unfortunately the wind proved too high to allow of the aviator flying. It is hoped that the weather conditions to-morrow will be suitable.

## SUNDAY SERVICES.

St. John's Cathedral, Hongkong. — 3rd Sunday in Lent. Holy Communion, 8.15 a.m. Matins, 11 a.m.: Responses, Ferial; Psalms, of the 10th morning (11); Benedicite, Ward in D. Benedicte, Garrett in G. Anthem, "O taste and see" — Goss, Holy Communion, 11.45 a.m.: Kyrie, Hopkins in A; Hymns, 263, 528 (Tune 259). Preacher — Rev. Maurice Ponsonby, M.A. Evensong, 5.45 p.m.: Responses, Ferial; Psalms, of the 19th evening (1); Magnificat, Hopkins (5th evening); Nunc Djmittis, Felton; Hymns, 90 22 and 252. Union Church, Kennedy Road. — Minister, Rev. C. H. Hickling. Public Worship, 11 a.m. and 6 p.m.

St. Andrew's Church, Nathan Road, Kowloon. — 3rd Sunday in Lent. Morning Service, at 11 a.m., Holy Communion, at noon. Sunday School, at 2.30 p.m. in British School. Evening Service, at 6 p.m. Services on Sundays are: — Holy Communion on 1st, 2nd and 4th Sundays, at 8 a.m.; Holy Communion on 1st, 3rd and 5th Sundays at noon. Morning Prayer, at 6 a.m. Evening Prayer, at 6 p.m.

Peak Church. — Holy Communion, at 8 a.m.

Wesleyan Methodist Church, Wan Chai. — Service Morning, 10.15. Service Evening 6.

## BILLIARDS.

Mr. Alec. Taylor, the professional billiard player, visited the Y.M.C. Association rooms on Tuesday, and played a game with Mr. Fowler. Mr. Taylor was to score 400 to Mr. Fowler's 200. Mr. Taylor was not up to his usual form, while Mr. Fowler played a splendid game throughout. He won easily, scoring his 200 before Mr. Taylor reached the 250 mark. After the match, Mr. Taylor gave an exhibition of fancy shots:

Two other games were played last night at the Soldiers Club between the R.E. "A" team and the K.O.Y.L.I. Both resulted in wins for the former team.

R.E. "A" TEAM.

Capt. Addison..... 250.

Lieut. Aston ..... 250.

K.O.Y.L.I.

Bandmann Spergehalter 174

Private Harris ..... 186

Captain Addison was in good

form, and made a break of 33.

## LOG BOOK.

The "China Critic" of the 4th instant writes: — The bund is being filled up with hundreds of tons of exports awaiting the arrival of the first steamers to reach the bund.

Mr. Vaughan Williams. — English folk-song has long been the ugly duckling of the folk-song family.

Sheriff Guy. — The Scotsman's great motto is "Get what you want, and don't give yourself away."

## SUPREME COURT.

## A SHEEP DISPUTE.

## PARTNERSHIP ISSUE IN THE SUMMARY COURT.

Before Mr. Justice F. A. Hazeland, Acting Puisane Judge, in the Court of Summary Jurisdiction this morning, the Nam Ki firm, of No. 12, Western Street, sheep importers, sued Tham Wai Shum, Mak Chung and Mak Yuet Kwai, trading as the Wing Hop firm, to recover the sum of \$441.78, being amount due for sheep sold and delivered. On the writ of summons issued against the defendants, the first two defendants were described as butchers and the third defendant as a spinner who was a stall-holder in the Central Market. The plaintiff also claimed costs of action.

Mr. J. H. Gardiner appeared for the plaintiff and Mr. P. W. Goldring, of Messrs. Goldring, Barlow and Morell, represented the second and the third defendants.

The case, which had come on before the Court before, was reduced to an issue as to whether the second and third defendants were partners.

Mr. Goldring asked his Lordship for permission to adjourn at twelve o'clock, as it was impossible to dispose of the case that day and he would be very busy for the rest of the day.

His Lordship — Oh, yes, certainly. (To Mr. Gardiner) — What are the facts of the case?

Mr. Gardiner stated that the facts in brief were that in December, 1909, the plaintiff supplied sheep to stall No. 4, Central Market. The place was a beef-stall before but subsequently the Wing Hop sign was put up and mutton only was dealt in. Plaintiff supplied sheep on various dates and the actual amount of the balance due was some \$488. The plaintiff recognised all the three defendants as partners. Two of the defendants were mother and son.

The second and third defendants were registered as licensees but the first defendant's name did not appear on the registry at all. The second and third defendants were seen sitting in the stall. Credit had been given to the licensees, as the plaintiff had known them for a good number of years and trusted them, and also the first defendant. They subsequently obtained judgment against the Wing Hop.

His Lordship — I don't want you to disclose your brief, Mr. Goldring but I would like to be given some explanation, otherwise I'm afraid I'll be in the dark about the matter.

Mr. Goldring — I'll be very pleased to give it to your Lordship. The position is simply this. We were selling on commission for the Wing Hop.

His Lordship — Is the Wing Hop the defendant?

Mr. Goldring — Yes.

His Lordship — Somebody else was the Wing Hop?

Mr. Goldring — Yes.

His Lordship — You were simply selling on commission?

Mr. Goldring — Yes.

Evidence was then led and the case was adjourned.

Prof. Reilly. — Ultimately all works of art must live or not, by their appeal to the imagination.

Bishop of London. — If the Church is not going to equalise the conditions between the rich and the poor what is the good of the Church?

## To-day's Advertisements.

## PARTICULARS and CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 27th day of March, 1911, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Kennedy Road, in the Colony of Hongkong, for a term of 76 years, with the option of renewal at a Crown Rent, to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale.	Lot No.	Boundary Measurements.	Contents in Square feet.		Annual Rent.	Upper Price.
			ft.	ft.		

Hongkong, 18th Mar., 1911. [976]

## AMERICAN AND ORIENTAL LINE.

## NOTICE TO CONSIGNEES.

## S.S. "AFGHAN PRINCE" FROM NEW YORK.

CONSIGNEES of cargo, by the above-named vessel are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained:

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on the 24th March, at 2.30 p.m.

No claims will be admitted after the goods have left the godowns and all goods remaining undelivered after the 24th March, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 30th March, or they will not be recognized.

No Fire Insurance has been effected.

ARNHOLD KARBERG & CO., Agents.

Hongkong, 18th Mar., 1911. [976]

## "VICTORIA" SKATING RINK.

On account of the ILLNESS of

Mr. P. MADARIAGA.

The Race on Sunday is

cancelled.

Hongkong, 18th Mar., 1911. [800]

## Intimations

## SOURED MILK.

We are making a specialty of Artificially Soured Milk this summer. Try it.

Professor Matchinkoff, in a book on the Prolongation of Life, strongly advocates the use of Soured Milk as a sure cure for Indigestion, Dyspepsia and morbid conditions of the digestive organs.

The Dairy Farm Co., Limited.

## PRICES:

4 Dz. Quarts ..... \$1.00 per case

8 Dz. Pints ..... \$1.50 " "

Hongkong, 16th December, 1910. [1]

## THE AGRICULTURAL SUPPLY DEPOT.

Office, 1, Queen's Road, East, Hongkong.

SCOPE of Business Transacted after 27th March, 1911. Estates or Plantations, Surveyed and Crops Estimated by Export Agricultural Labourers Engaged in Estates (all selected by Ex Planters before engaged).

Import of Agricultural Machinery and Implements, Importer and Exporter of Horses, Ponies, Cattle, Sheep and Swine Fresh, Chilled and Frozen Meat supplied in bulk.

Purchasing and Forwarding Agents for Estates.

For further particulars apply —

MANAGER.

Hongkong, 18th Mar., 1911. [800]

## CAPSTAN MIXTURE



In 1/4 lb.

Air Tight

Tins.

## W. D. &amp; H. O. WILLS.

## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO'S  
Royal Mail Steamship Line.

## "EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Victoria, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration.)

Connecting with Royal Mail Atlantic Steamers.

From Hongkong

"EMPEROR OF CHINA"

SATURDAY, APRIL 8TH.

"MONTEAGLE"

TUESDAY, APRIL 18TH.

"EMPEROR OF INDIA"

SATURDAY, APRIL 25TH.

"EMPEROR OF JAPAN"

SATURDAY, MAY 20TH.

"EMPEROR OF CHINA"

SATURDAY, JUNE 10TH.

"MONTEAGLE"

WEDNESDAY, JUNE 23RD.

"Emperor" Steamers will depart from Hongkong at 7 a.m.

"Monteagle" 12 noon.

Each Trans-Pacific "Emperor" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Emperor of Britain" and "Emperor of Ireland" are magnificent vessels of 11,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG to LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Birth in Sleeping Car while crossing the American Continent by Canadian Pacific Direct Line). £71.19.

Passengers for Europe have the option of going direct by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

H.M.S. "MONTEAGLE" carries only "Oriental Class" of Saloon Passengers (Inland Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG to LONDON, 1st Class, on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £43.

Via New York £46.

For further information—Map, Guide Books, Rates of Passage and Freight, apply to—

D. W. CHADDOCK, General Traffic Agent,

Corner Fiddler Street and Praya (Opposite Blake Pier).

## INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For Steamship On

SHANGHAI ..... WING SANG ..... Sunday, 19th Mar., 12m.  
SHANGHAI ..... SWATOW, CHOY TANG ..... Sunday, 19th Mar., 12m.  
SHANGHAI, KOW & MOH, FOOK SANG ..... Tuesday, 21st Mar., 12m.  
TIENTSIN & WEIHAIWEICHEO, GSHING ..... Tuesday, 21st Mar., Noon.  
SINGAPORE, PENANG ..... KUTSANG ..... Wednesday, 22nd Mar., Noon.  
KCALCUTTA .....

## RETURN TOURS TO JAPAN. (Occupying 24 days).

The steamers "Kutang," "Namsang," and "Fuktsang," leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwuan.

For Freight or Passage, apply to JARDINE MATTHESON & CO., LTD.  
Telephone No. 215.  
Hongkong, 18th March, 1911.

## BANK LINE, LTD.

PROPOSED SAILINGS FROM HONGKONG FOR  
VANCOUVER and SEATTLE via  
SHANGHAI and JAPANESE PORTS

Steamer	To Is.	Captain	On or about
"STRATHARDIE"	3,411	Lamont	13th April
"SUVERIC"	3,212	E. S. Cowley	4th May

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, LTD., carry cargo, on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also far into the interior of Mexico, and Central and South America. Will call at Amoy and Kuching if sufficient inducement offered.

The Steamers of the Line are of the most modern type, have excellent accommodation for steerage passengers and a high class of accommodation for cabin passengers; they are fitted throughout with Electric Light, the "Lucifer" and "Orion" also having Wireless Telegraphy. Special Arrangements have been made to do Express Posts to American and Canadian Points.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,  
KING'S BUILDING, Praya Central.  
Telephone No. 783.  
Hongkong, 17th March, 1911.

## Shipping—Steamers

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG  
SUBJECT TO ALTERATION

DESTINATIONS STEAMERS SAILING DATES, 1911

MARSEILLE, LONDON	KANAGAWA MARU, Capt. C. H. Butler, T. 7,000	THURSDAY, 23rd March.
ANTWERP via HIRANO MARU	Capt. H. Fraser, Tons 9,000	WEDNESDAY, 29th Mar., at Daylight.
SINGAPORE, PENANG, COLOMBO	TANGO MARU, Capt. K. Kawara, Tons 8,000	WEDNESDAY, 12th April, at Daylight.
PORT SAID		

VICTORIA, B.C.	KAMAKURA MARU, Capt. B. Kon, Tons 7,000	SATURDAY, 25th Mar., for KOBE
& SEATTLE		

VICTORIA, B.C.	INABA MARU, Capt. Tomonaga, Tons 7,000	TUESDAY, 28th Mar., at Noon.
& SEATTLE via SHANGHAI	TAMBA MARU, Capt. K. Noda, Tons 7,000	TUESDAY, 25th April, at Noon.
& YOKOHAMA		

SYDNEY & MELBOURNE, MANILA, TAIWAN, TONGA, BRISBANE	NIKKO MARU, Capt. M. Yagi, Tons 6,000	FRIDAY, 14th April, at Noon.
NIKKO MARU		

NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU, Capt. M. Winckler, Tons 6,000	WEDNESDAY, 12th April, at noon.
KUMANO MARU		

KOBE and YOKOHAMA	AKI MARU, Capt. K. Horima, Tons 7,000	THURSDAY, 30th Mar., at 11 A.M.
AKI MARU		

BOMBAY via SINAPORE and COLOMBO	HAKATA MARU, Capt. A. Meekor, Tons 7,000	TUESDAY, 21st March.
HAKATA MARU		

† Fitted with new system of wireless telegraphy  
\* Carries deck passengers.

† Owing to Penang.

† Omitting Penang.

## PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

## To Marseilles and London via Suez Canal.

Steamers	Tons	Leave Hongkong	RATES OF PASSAGE
WING SANG	9,000	23rd March	To London, per New Steamer
Tango	9,000	12th April	1st class Single, £650 Return, 825
Kamo	9,000	26th "	2nd class Single, 360
Aki	7,000	10th May	" Old Sir, 1st class Single, 500 Return, 750
Mitsima	9,000	24th "	2nd class Single, 310 Return, 405

## To Victoria, B.C. and Seattle, Wash. U.S.A.

Steamers	Tons	Leave Hongkong	RATES OF PASSAGE
WING SANG	7,000	23rd March	To Pacific Coast Common Points
Tango	7,000	23rd April	1st class Single, £630 2nd " £21
Kamo	7,000	26th "	1st class Single, £600
Aki	7,000	23rd May	via St. Lawrence
Mitsima	9,000	24th "	1st class Single, £650

With option of rail between calling ports in Japan.

Connecting with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobo 5 days and to Yokohama 6 days.

For further information as to freight, Passage, Sailing, &c., apply to

T. KUSUMOTO,  
Manager.

## CHINA NAVIGATION CO. LTD.

FOR	STEAMERS	To SAIL





<tbl\_r cells="3" ix="5"

## CANTON NEWS.

THE "TELEGRAPH" CORRESPONDENT.

Canton, March 16.

Yesterday H.E. the Canton Viceroy presided over a meeting at the self-government investigation society, in connection with giving publicity to the matter of reorganization through the suppression of gambling.

The meeting was largely attended by the local gentry and members of other societies. Li Yul Tong and others represented a small section of the Chinese mercantile community of Hongkong.

Mr. Tang, a retired governor, asked His Excellency, the Viceroy, to address the gathering. His Excellency spoke rather lengthily and remarked that the responsibility for the suppression of gambling was equally shared by the government, the officials, and the people in general. It so happened that His Excellency had the fortune to rule Canton, and he took up this responsibility cheerfully. He assured those present that the date would not be postponed for the suppression of gambling, i.e., the 1st day of the 3rd moon. There were two projects in the matter of reorganization, one was to promote native industries as a means of helping the gamblers to find employment, and the other was to promote education generally as a means of wiping out the gambling habit.

At the conclusion of the Viceroy's speech, His Excellency was loudly applauded.

So Ping Su, the insolvent gambling monopolist, has so far failed to pay up the arrears of revenue due to the Provincial Government. His Excellency the Canton Viceroy has instructed the Provincial Treasurer and the Tao-tai for the Promotion of Industries, to order the Canton Prefect to have the gambling monopolist transferred from his custody to the Nam Hoi Prison, and instruct the prisoner to settle his liabilities to the Provincial Government in time specified.

On the 9th moon last year, H. E. Admiral Li Chun handed two prisoners over to the Nam Hoi Magistracy. A strange coincidence was that both of them bore the same surnames and the same names. One was a native of Shanghai, and the other of Nam Hoi. The Shanghai man was sentenced to be deported to his native country, while the Nam Hoi man's punishment was one year's imprisonment. By mistake the Cantonese was sent to Shanghai, and the native of the northern settlement was imprisoned. Ten days afterwards, the mistake was discovered, and a telegram was despatched to Shanghai to have the man arrested, but it was too late! The officials then wrote up to the authorities at Shanghai for the apprehension of the escaped prisoner. News has just reached here that the fugitive has been arrested, and is being sent back to Canton. On the arrival of the prisoner, the unfortunate man in the prison will be released.

## HOCKEY.

## A PURELY AMATEUR SPORT.

The council of the Hockey Association has unanimously passed the following resolution: "That this meeting of the council of the Hockey Association, having most carefully considered the whole question, is of the same opinion as were the founders of modern hockey twenty-seven years ago, namely:—

1. That the game shall be retained in England in its present form as a pure amateur sport, played as a game of skill for the sake of the game.

2. That it is essential that the fundamental principle of the Hockey Association be maintained, and that every sort of prize or cup competition or league be forbidden.

3. That so long as the game is played for the sake of the game and all commercial considerations are placed on one side, there is no need for any encouragement such as that given by prizes and cups.

4. That a very large majority of, if not all, their affiliated clubs are strongly of this opinion, and will stand loyally by the council in supporting their amateur game on those lines."

The "Telegraph" Correspondent.

## Public Companies

GREEN ISLAND CEMENT COMPANY, LIMITED.

THE TWENTY-SECOND ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held in the Office of the General Manager, St. George's Building, Victoria, Hongkong, on SATURDAY, the 26th day of March, 1911, at 11.30 o'clock A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Manager for the year ending 31st December, 1910, and electing a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 21st March, 1911, until SATURDAY, the 26th day of March, 1911, both days inclusive.

SHewan, TOMEs & CO., General Managers, Hongkong, 16th Mar., 1911. [970]

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE TO SHAREHOLDERS.

THE EIGHTH ORDINARY

YEARLY MEETING of SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building, at 12.15 P.M. on TUESDAY, the 23rd March, 1911, to receive a Statement of Accounts to the 31st December, 1910, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st March to the 28th March, both days inclusive.

THE CHINA-BORNEO CO. LTD., W. G. DARBY, General Manager, Hongkong, 9th Mar., 1911. [962]

TO LET.

"NORMAN COTTAGE" West, 4-Roomed House. Recently renovated. Electric Light. Detached Servants Quarters. Apply to

PERCY SMITH, SETH & FLEMING, 5, Queen's Road Central, Hongkong, 17th Mar., 1911. [918]

TO LET.

NO. 2, SEYMOUR TERRACE from 1st May. Electric Light. Apply to

D. HASKELL, No. 4, Le-House Street, Hongkong, 14th Mar., 1911. [933]

TO LET.

OFFICES in KING'S BUILDINGS, 4th Floor. AN OFFICE on 1st Floor, 10, Des Voeux Road Central, GODOWNS, 151 to 165, Phaya East.

A HOUSE IN WONG-NAI-CHONG Road. SEMI-EUROPEAN FLATS East corner of Observation Place. The Trams stop at the door.

Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Phaya East. Apply to

THE HONGKONG LAND & INVESTMENT & AGENCY CO., LIMITED, Hongkong, 1st Mar., 1911. [159]

TO LET.

FLATS in Nathan Road, Kowloon. FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap Rent.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate possession. Cheap Rent. Apply to

HUMPHREYS ESTATE & FINANCE CO., LTD., Hongkong, 16th Mar., 1911. [968]

TO LET FURNISHED.

"LEWKNOR" NO. 116, PLANTATION ROAD, Peak, from April 15th next. Apply

M. W. SLADE, Prince's Buildings, Hongkong, 25th Jan., 1911. [844]

TO LET.

ODOWN No. 64, DUDDELL STREET. Apply to

THE HONGKONG LAND & INVESTMENT & AGENCY COMPANY LIMITED, Hongkong 1st Mar., 1911. [61]

TO LET.

A SMALL STORE next door to No. 2a, Corner of D'AGUILAR Street, from To-day. Apply

YEN YEE & CO., Hair Dressing Saloon, Hongkong, 30th May, 1911. [949]

## Entertainment

## THE BIJOU SCENIC THEATRE.

(FLOWER STREET.)

Miss May Maxwell ..... BALLADIST  
Miss Grace Vyeene ..... SERIO and DANCER  
Miss Vera Ferrace ..... COMEDIEENNE  
Mr. Bob Stephenson ..... HUMORIST  
and

## THE BIORMARA.

Hongkong, 9th March, 1911. [787]

## Intimations.

## REASONS WHY

YOU SHOULD SEE US FOR YOUR  
OPTICAL NEEDS.

Our Experience extends over a period of fifteen years of successful business.

We Spared No Expense in equipping our offices with the latest and best appliances for measuring eye defects or turning out perfect lenses.

You Owe It to Your Eyes to visit the place that is prepared and equipped to do the best grade of work. Our optical partners are the best in South China.

Lenses are Ground and Polished on the premises. Call and see our machinery in operation.

Philipine  CLARK & CO.  
Offices 76, Escolta, MANILA. HOTEL MANSIONS HONGKONG

## WEISMAANN, LIMITED.

## BAKERS

## CONFECTIONERS

## CATERERS

## RESTAURANTEURS

14 Des Voeux Road Central.

Hongkong, 6th March, 1911.

## LI KWONG LOONG &amp; CO.

司公盈

CABINET-MAKERS AND ART  
DECORATORS, from Shanghai, has re-opened the  
FURNITURE STOREat No. 59, Des Voeux Road Central, The only Shop in Hongkong with  
this name.WHERE HIGH-CLASS  
FURNITURE of every description can be made to order in any design required.

Have been patronised by the

Hongkong Club, Hongkong Hotel,

Telegraph Co., Messrs. A. S. Watson &amp; Co., Firms and other leading

Establishments in the Colony, to whom

reference can be made as to the

Superior Workmanship and Materials

of the Furniture, &amp;c., supplied.

Messrs. A. S. Watson &amp; Co., Ltd. write as follows:

"We have pleasure in stating that

Mr. LI KWONG LOONG

has furnished the Annex to our

Dispensary and gave us every

satisfaction."

(Sd.) A. S. WATSON &amp; CO.

13th May, 1891.

ORDERS punctually attended to

and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 8th August, 1908.

MAN CHEONG, 12, WELLINGTON STREET, CENTRAL, HONGKONG.  
SWATOW DRAWING WORK. Gentlemen and Ladies' TAILORS & OUTFITTERS. Embroidery, Pongee, Silk, Glass Cloth—Canton Silk and Laces, &c., &c. Hongkong, 23rd January, 1911. [839]

THE BRITISH FOREIGN IMPORT & EXPORT COMPANY, Central Buildings, Liverpool, England, is prepared to receive Consignments of Local Produce on best terms.

30 & 32, Des Voeux Road, Central, Hongkong, 4th Mar., 1911. [874]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGECASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work, Electrical Drives, Hydraulic & Pneumatic Tools, installed throughout the Works.

50-ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets and Metal Specimens.

TAIKOO DOCKYARD & ENGINEERING CO. of HONGKONG, LIMITED. Telegraphic Address, "TAIKOODOCK".

GRAVING DOCK 787ft. by 88ft. by 34ft. 6in. Pumps empty Dock in 2 1/2 hours.

THREE PATENT SLIPWAYS taking vessels up to 8,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHORE RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

MANAGERS AND AGENTS: BUTTERFIELD & SWIRE, HONGKONG, CHINA & JAPAN.

## Entertainments

## "THE EMPIRE" CINEMATOGRAPH THEATRE.

Des Voeux Road Central.

(Opposite the Central Market).

From FRIDAY, 17th Mar., 1911,

and

For a Few Nights only.

Also at

MATINEES of SATURDAY 18th

and SUNDAY 19th.

The Grand Dramatic Fantastic Film,

2,000 Feet long.

One of the Best Coloured Productions

of Pathé's Cinematograph

"FAUST."

THE DONNELLYS

A Big Novelty and The Champion

Dancers.

Come and admire the Marvelous

Dancer, The Queen of the

Infantile Artists,

KITTY DONNELLY,

Denis Carney, Comedian.

Hongkong, 16th Mar., 1911. [852]

## Shipping-Steamers.

## DOUGLAS STEAMSHIP CO. LTD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 days.)

STEAMERS. CAPTAIN

Haiyang... Capt. A. E. Hodgins... TUESDAY, 21st March, at 11 A.M.

Haitan... Capt. J. W. Evans... FRIDAY, 24th March, at 11 A.M.

FOR SWATOW AND RETURN. (Occupying 3 Days).

Hainan... Capt. A. H. Stewart... SUNDAY, 19th Mar., at 10 A.M.

Steamers will arrive at, and depart from the Company's Wharf near Blake Pier.

For Freight and Passage, apply to

957. Douglas, Lapraik &amp; Co., General Managers.

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP CO. LIMITED.

Mail Service to Australia.

MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).
<tbl

## COMMERCIAL EXCHANGE.

Selling.

London—Bank T.T.	1/94
Do. Demand sight, 1/3	9/16
Do. 4 months	1/0 11/16
France—Bank T.T.	2/26
America—Bank T.T.	4/3
Germany—Bank T.T.	1/3
In A.T.T.	13/4
Do. Demand	1/4
Shanghai—Bank T.T.	7/4
Singapore—Bank T.T. per H.K.	100 7/4
Japan—Bank T.T.	88
Java—Bank T.T.	107/4
4 months sight, 1/0.	1/0
6 months sight, 1/0.	1/0
30 day sight, San Fran & N. York	14/4
4 months sight, do.	4/3
20 day sight, Sydney & Mel-	1/0
bourne	1/0
French	2/3
4 months sight, do.	2/3
4 months sight, Germany	1/87
Bar Silver	21 7/16
Bank of England rate	1/3
Switzerland	1/11

## SHIPPING NEWS.

SELLING.

Indian (Lansing) 20th inst.

American (China) 21st inst.

Caravan (Kleist) 23rd inst.

American (Asia) 12th prox.

The T.K.K. s.s. America Maru arrived at San Francisco on 16th inst.

The Bank Line s.s. Kumerie arrived at Victoria, B.C. from Yokohama on 10th inst.

The P.M.S.S. Co.'s s.s. China will be due to arrive at Hongkong between 6 and 8 a.m. on 21st inst.

The Bank Line s.s. Quito sailed from this port for Manila on 17th inst., a.m., and is due there on 20th inst.

The H.A.L. s.s. Senegambia left Singapore on 17th inst., at noon, and may be expected here on 23rd inst., p.m.

The Bank Line s.s. Kumeric arrived at Victoria, B.C. from Yokohama on 18th inst.

## ARRIVALS.

Shimoda Maru, Jap. s.s.	2,850. T.
Okinawa, 17th Mar.—Mitsui	
11th Mar., Coal—M. B. K.	
Hagong, Br. s.s.	1,355. S. Wilda
15th Mar.—Wuhu and Chin,	
13th Mar., G. m.—J. M. & C.	
Tjilatjap, Dutch s.s. 4,000. A. W. L.	
Rey, 17th Mar.—Mojii 10th	
Mar., Gen. and Coal—J. C. J. L.	
Afghan Prince, Br. s.s.	8,185. R.
E. Thomas, 17th Mar.—New	
York 20th Jan., Gen.—A.	
K. & Co.	
Phrae, G. s.s. 1,021. Fr. Van	
Hengeloschaff, 18th Mar.—	
Bank of Dith Mar., Rice—	
B. & S.	
Yankee, Br. s.s. 1,240. G. W. Eddy,	
18th Mar.—Saigon 13th	
Mar., Gen.—B. & S.	
Haiman, Br. s.s. 641. A. H. Stewart,	
18th Mar.—Swatow 17th	
Mar., Gen.—D. L. & Co.	
Cebu, Br. s.s. 1,350. W. Lloyd	
Jones, 18th Mar.—Canton	
17th Mar., Gen.—B. & S.	
Cho, Suez, Fr. s.s. 1,121. Conroy,	
16th Mar.—Canton 15th	
Mar., Gen.—J. M. & C.	
Sikoku Maru, Jap. s.s. 2,880. K.	
Nagata, 18th Mar.—Mojii	
12th Mar., Coal—A. & Co.	

## CLEARANCES AT THE BAR-BOUR OFFICE.

Hongkong, for Canton	
13th Mar. for Singapore	
Batavia, for Batavia	
Wangkiang, for Shanghai	
Leviathan, for Singapore	
Tell, 17th Mar., for Batavia	
Hongkong, for Hongkong	
Taiwan, for Taiwan	
Yungshang, for Manila	
Telephon, for Saigon	
Haiman, for Santow	
Yecheng-shan, for Amoy	
Daijin-maru, for Swatow	
Takusan, for Saigon	
Choyang, for Swatow	
Hongkong, for Haiphong	
Chenan, for Shanghai	

## DEPARTURES.

Mar. 18.	
Macmillan, for Singapore	
Yeo Igo-maru, for Amoy	
Hongkong, for Haiphong	
Kwangtung, for Canton	
Tingting, for Canton	
Algerian, for Shanghai	
Childer, for Swatow	
Shinkoku-maru, for Saigon	
Anglin, for Swatow	
Loyal, for Kobe	
San Iakun, for Swatow	
Lightning, for Singapore	
Hopang, for Singapore	
Yuenlong, for Iloilo	
Lowther Castle, for Singapore	
Taiwan, for Saigon	

## PASSENGERS ARRIVED.

Per Haiman, arrived 18th March

from Swatow—Mr. and Mrs. Williams

Mr. Sheridan, Mr., Mrs. and Miss

Don Sagor.

## PASSENGERS DEPARTED.

Per Nippon-maru for San Francisco on the 17th March.—Mr. and Mrs. G. Bawn, Miss Fraser, Miss Riley, Mr. Planzer, Master Bartlett, Mr. Pöntin, Hon. Mrs. G. Koppel, Mr. and Mrs. Geo. A. Archer, Mrs. Eckhouse, Miss L. E. Archer, Miss J. C. Lathrop, Mrs. A. G. Case, Mr. A. C. Marion, Misses F. A. Clarke, Dunn, Draper, Mrs. D. G. Brown, Mr. and Mrs. Goo, Roegner, Miss Wentz, Dr. Roche, Mr. A. M. Edelman, Sir A. Edmonstone, Baroness de Biremen, Lady Edmonstone, Count H. Luzon, Mrs. K. H. Palmer, Miss A. E. Padlock, Mr. and Mrs. Kimbory, Messrs. C. A. Woissing, J. J. Gallagher, H. V. Porter, S. Arelher, Miss S. Klauber, Mrs. S. Stern, Miss Ravel, Messrs. O. Moyer, Rolf, Mrs. J. V. Carroll, Miss Macgilligan, Mr. J. Hoest, Mr. and Mrs. W. Lengerling, Mrs. H. M. Klinger, Mrs. D. McMillan, Dr. Sutcliffe, Misses E. Sutcliffe, Kelley, Mr. and Mrs. S. M. Chitenois, Mr. and Mrs. Burdwick, Messrs. G. H. Mitchell, A. Pinar, Mr. and Mrs. G. C. Bartlett, Mr. and Mrs. E. Glueckaus, Messrs. R. Von Estveld, P. A. C. Mackenzie, Misses G. Carroll, Hornsey, L. M. Bartlett, Mrs. L. M. Bartlett, Capt. E. F. Dickins, Mr. E. C. Pomeroy, Mr. H. L. Matai, Mrs. E. F. Dickins, Mrs. E. C. Pomeroy, Mr. Holland, Mr. H. L. Tripp, Mr. H. Kerr, Mrs. Holland and child, Mrs. J. H. Tripp, Mrs. H. Kerr, Commander Palmer, Mr. H. C. Magee, Mr. H. D. Prathers, Mrs. Palmer, and Miss Kerr.

Per Marneia, for Europe on the 18th March—Mrs. Nathan, nurse and infant, Mr. Tsawu Siau, Dr. Marshall and child, Mrs. Marshall, child and nurse, Mrs. Gradoek and 2 children, Mr. and Mrs. Coutts, Mrs. Coutts' nurse and infant, Mrs. Burkhill and family, Miss Stevens, Mr. and Mrs. Fry, Messrs. Mistry, Burkhill, Mrs. Mackay, Major Nathan, Mrs. Ed. Stedman, Mrs. Armstrong and child, Miss Wadman, Mrs. Landale, 2 children and nurse, F. S. Madam, Mrs. Macdonald, Miss McDonald, Miss Jack, Miss Fortune, Mrs. H. C. Davis, Mr. and Mrs. Semmutter, Mrs. Savill Young, Miss Savill Young, Mrs. and Miss Thorne, Miss Rogers, Mrs. Beattie and 3 children, Mr. Beattie, Mr. J. Russel McLaren, Mr. Soper, Mr. Cudicott, Mr. F. C. MacDonald, Mr. Morgan Phillips, Mr. Wadman, Mr. Lloyd, Mr. A. A. Burghoffer, Mr. J. A. B. Jouckheer, Mr. Sechalard, Mr. T. H. Van Hunt, Mr. M. A. Joseph, Mr. S. A. Joseph, Dr. Campbell, Mr. J. A. Barton, Miss Kendall, Miss Helm, Mr. and Mrs. Noble, Mr. Hickman, Mr. R. S. Wagham, Mr. Springfield, Mr. Hall, Mr. G. Brown, Rev. and Mrs. H. F. Hiltner and child, Lieut. Shrover, Miss Harris, Taylor, Aiers, Howell, Mrs. Brown, Miss Brown, Miss Codrington, Miss Seagrave, Mrs. Walker, Miss Bowis, Miss Wortham, Miss Wilson, Mrs. R. T. Snuggs, and daughter, Mrs. Campbell's maid, Miss Ward, Mrs. Evans, Mrs. Graham, Dr. and Mrs. Churchill, 2 children and infant, 2 Masters, Walker, Mrs. J. Harris and child, Miss Clark, Mr. W. Crooks, Mr. Mitchell, Mr. Munn, Capt. S. Hutcheson, Mr. and Mrs. E. R. W. Williams, Ven Areldeacon and Mrs. Barrett, Mr. Bowerman, Misses Walker, A. Walker, Rev. E. T. Snuggs and 2 sons, Mr. J. C. Sheppard, Mrs. Woods, 2 children and infant, Miss West, Mr. and Mrs. T. W. Pollock and 2 infants.

## VESSELS IN PORT.

STEAMERS.

Antiochus, Br. s.s. Stewart, 16th Mar.—Liverpool 4th Feb., and Manila 14th Mar., Gen.—B. &amp; S.

Austin, U. S. 1,451. G. Rakke, 17th Mar.—Trieste and Singapore, 11th Mar., Gen.—S. W. &amp; Co.

Bentley, Br. s.s. 4,000. F. Walker, 23rd Feb.—Taco and Honolulu 5th Feb., Lumber

F. &amp; C. Sheppard, Mrs. Woods, 12th Mar., Gen.—A. &amp; Co.

## EMPEROR.

Per Empress of China, Br. s.s. 3,040, R. Archibald, n.s.n., 17th Mar.—Vancouver, B.C. 23rd Feb., and Shanghai 14th Mar., Gen. and Gen.—C. P. R. Co.

Fukumaru, Jap. s.s. 1,940. S.

Kumawaki, 10th Mar.—Mojii 10th Mar., Gen. Coal—M. B. G. K.

Fookang, Br. s.s. 1,987. T. A. Mitchell, 16th Mar.—Singapore, 11th Mar., Gen.—J. M. &amp; Co.

Hsing Shan, Chi. s.s. 823, Markuse, 9th Mar.—Mauli Gili Mai, Ballast—China Co.

Johanne, Ger. s.s. 902. M. Ipland, 17th Mar.—Saigon 18th Mar., Rice and Paddy—J. &amp; Co.

Kowloon, Ger. s.s. 1,268. M. Vesper, 6th Mar.—Hongkong 4th Mar., Coal—H. A. L.

Kutsang, Br. s.s. 4,805. R. C. D. Bradley, 15th Mar.—Japan 11th Mar., Gen.—B. &amp; S.

Loosok, Ger. s.s. 1,020. G. Schulz, 15th Mar.—Bangkok 8th Mar., Rice and Coal—B. &amp; S.

Swatow, Amoy and Foochow—Per Haifang, 20th Mar., 5 p.m.

Shanghai, Kobo and Mojii—Per Fookang, 20th Mar., 5 p.m.

Shanghai—Per Waishing, 20th Mar., 11 a.m.

Amoy and Shanghai—Per Tjitarom, 20th Mar., noon.

Manila, Cebu and Ililo—Per Zafiro, 20th Mar., 5 p.m.

Shanghai, Kobo and Mojii—Per Foochang, 20th Mar., 5 p.m.

Swatow, Amoy and Foochow—Per Haifang, 21st Mar., 10 a.m.

Shanghai, Yokohama and Kobe—Per Austria, 20th Mar., 1 p.m.

Swatow, Wei-hai-wei and Tio-ting—Per Kueichow, 20th Mar., 5 p.m.

Amy and Shanghai—Per Wuhan, 21st Mar., 2 p.m.

Moordians, Br. s.s. 2,281. C. R. Hild, 14th Mar.—Bataan and Fremantle, W. A. 10th Feb., Sandalo and Jarrawood—J. M. &amp; Co.

Phoenix, Br. s.s. 1,056. H. C. Scott, 16th Mar.—Saigon 3rd Mar., Rice and Gen.—J. M. &amp; Co.

Prosper, Nor. s.s. 924. K. Larsen, 15th Mar.—Bangkok 8th Mar., Rice—A. T. &amp; Co.

Quinta, Ger. s.s. 200. T. Schlosser, 15th Mar.—Bangkok 8th Mar., Rice—S. &amp; Co.

Rigel, Br. s.s. 1,754. Jorge Siever, 17th Mar.—Manila 13th Mar., Sugar—Order.

Prosper, Nor. s.s. 924. K. Larsen, 15th Mar.—Bangkok 8th Mar., Rice—A. T. &amp; Co.

Quinta, Ger. s.s. 200. T. Schlosser, 15th Mar.—Bangkok 8th Mar., Rice—S. &amp; Co.

Rigel, Br. s.s. 1,754. Jorge Siever, 17th Mar.—Manila 13th Mar., Mar., Sugar—Order.

Prosper, Nor. s.s. 924. K. Larsen, 15th Mar.—Bangkok 8th Mar., Rice—A. T. &amp; Co.

Quinta, Ger. s.s. 200. T. Schlosser, 15th Mar.—Bangkok 8th Mar., Rice—S. &amp; Co.

Rigel, Br. s.s. 1,754. Jorge Siever, 17th Mar.—Manila 13th Mar., Mar., Sugar—Order.

Prosper, Nor. s.s. 924. K. Larsen, 15th Mar.—Bangkok 8th Mar., Rice—A. T. &amp; Co.

Quinta, Ger. s.s. 200. T. Schlosser, 15th Mar.—Bangkok 8th Mar., Rice—S. &amp; Co.

Rigel, Br. s.s. 1,754. Jorge Siever, 17th Mar.—Manila 13th